

London Assembly Transport Committee

Individual submissions to cycling infrastructure investigation

(March 2018)

From: [REDACTED]
Sent: 22 January 2018 21:49
To: Transport Committee
Subject: Cycling Infrastructure Investigation

Follow Up Flag: Follow up
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Hello,

Here is a submission for the Cycling Infrastructure Investigation.

1. What progress on new cycling infrastructure has been made under Sadiq Khan, and what are his long-term plans?

Painfully, this question is not easy to answer. Despite talk of a Cycling Delivery Plan from TfL, none has been published to date and we are nearing two years since Khan's election. Khan inherited a series of plans from the cycling vision that had already been much altered and had reduced the proposed network significantly (e.g. close to home CS6 curtailed back to Elephant and Castle instead of Penge and CS5 cut back from being Victoria to New Cross to only delivering Pimlico to Oval).

It has been positive that Strategic Cycling Analysis has been published and shared in good open and public forums but the follow details of the long-term plans have only really been sighted in far off targets. We really need to see a clear plan for delivery tied to a realistic budget and timeframe.

2. Has TfL resolved the problems that delayed some cycling schemes under the previous Mayor?

As per answer to one, probably not, and indeed it feels like some new problems are now in play. It is concerning that councils and opposition parties in council boroughs are now opposing schemes they once campaigned for under the previous mayor.

3. Has segregation delivered the anticipated benefits on the Cycle Superhighways? How many cyclists are using these routes?

TfL can speak to the statistics here. They do have good surveys of progress but I don't think they are sharing enough data on cycling quickly enough. More transparency on statistics would be healthy. A network wide statistic of operative, quality cycling network along with the rising cycling numbers could be of value.

4. To what extent has segregation had negative consequences for other road users and, if necessary, how can this be mitigated?

In some places some car journeys are definitely slower. There needs to be - as stated in both the Human Streets document of the previous Mayor and the Transport Strategy of the new Mayor - a shift away from private cars and wider motorised traffic in London as a whole. This will address congestion, pollution and quality of life for the whole of London. Any negative consequences from changes to provide segregation from cycling should be considered in this light, like the earlier pedestrianisation of the north side of Trafalgar Square and other changes that have been a part of London's planning for decades. However, we must now go faster and further to realise such benefits throughout the city.

5. Have Quietways delivered their anticipated benefits? How many cyclists are using them?

Delivery of the network is slow and disappointing. There is no comprehensive network, not even in the

Central London Grid, which is now far more reliant upon Quietway style routes that was originally intended (TfL originally suggested 25% of this network would be superhighways but this was before CS5 was cut back). There are promising results on Quietway 1 but it is vital that a comprehensive network approach is reached and that they are not used as the sole method of delivering a network but in tandem with protected high-capacity routes where necessary as well on major roads.

6. What are the differences in infrastructure between inner and outer London? How can TfL ensure infrastructure in different areas is sufficient and appropriate to the location?

Working with local councils and stakeholders is of value here. The mini-holland schemes show both what is possible and what is acceptable.

7. How will TfL's new 'Strategic Cycling Analysis' help determine where and how to invest in infrastructure?

Hopefully by informing the cycling delivery plan.

8. How appropriate is the 400-metre target set in the draft Transport Strategy? Can we equate proximity with access?

400m is an appropriate distance to plan with and similar to figures used elsewhere. However, it must be a distance from a strategic cycle route, not just any cycle route.

9. Is TfL's approach to public engagement working effectively to improve scheme designs and meet stakeholder needs?

TfL's approach is generally good, but there is a recurrent problem with promises or commitments being made at the close of a consultation and not being kept (e.g. the promise for CS5 to be built as a semi-segregated route from Oval to New Cross) and of consultation reports taking far too long to be published. Short delays on CS9 have delayed key decisions on that scheme currently being designed, and larger delays have taken place such as on CS11 where TfL seemed to want to gain an agreement behind closed doors to present along with the results.

I have rather more concern about the borough led public engagement which has no standard process, timetable or approach and often seeks to dismiss views of any non-residents even when strategic or key cycle routes are involved.

10. Are Londoners sufficiently aware of the cycling infrastructure available to them, and how can awareness be increased?

Currently mapping of the cycle network is poor. There is a TfL project to map all cycle infrastructure. Indeed, I worked on the original attempt at this which sadly failed due to a failure of the overall project. When that is complete there is a TfL commitment to publishing this data. It appears TfL are relying on others to interpret this data to get it into public use. I would rather see commitment from boroughs and TfL to maintain, interpret and publish the data themselves as well. However, the open data is welcome.

Where routes are of sufficient quality for anyone to cycle on them, they should be promoted far more clearly.

11 How is TfL using infrastructure to attract a more diverse range of people to cycle in London? No clear ambition to use the infrastructure to do this, but it is vital that the infrastructure is planned in an inclusive way, that considers the needs of disabled cyclists and with data that avoids bias in planning towards particular social groups.

12 Is there sufficient cycle parking in London, and is it in the right locations?

In a word, no. There is disappointing progress on parking at present and all too often cycling to a destination in London involves some time spent searching on Google Street View to spot any nearby parking structures or structures upon which a bike can be parked. The popularity of folding bikes such as Bromptons is deeply related to the scarcity of parking.

Parking is an infrastructure asset which has a wide variety of practice in London, but now best practice can and should be applied throughout London. Parking should preferably be placed into the carriageway when large installations are needed in busy streets. Experience in places like Hackney or Brighton has shown that there is the possibility of using spaces beside junctions as cycle parking to improve visibility of vulnerable road users at the junction who may have been hidden by cars, which are growing increasingly large.

Parking can and should be surveyed regularly. This should be not just to find the locations and quality of parking structures which are installed by such a diverse range of functions that no borough can know from what they have installed what is out there. In addition, it is very affordable to carry out regular, perhaps bi-annual surveys of parking usage to identify busy locations and thus demand for further parking.

Where there is not currently parking, it is already good practice to survey, count and map 'fly parking' - the parking of bikes on lamp-posts, railings and other structures not defined as cycle parking. This data can then be used to ensure proper cycle parking facilities are delivered.

13 How are the lessons of the Mini-Hollands and other previous cycling schemes being applied elsewhere?

There is the beginnings of this in London with work such as the Liveable Neighbourhoods but it is possible that unless high investment now follows to carry on such schemes, and indeed funding provided to finish those schemes to their intentions that the lessons may yet be best applied outside of London.

14 Should cycling infrastructure be oriented toward longer-distance commuting journeys, or more localised trips?

The cycle network should be planned for all purposes of journey currently undertaken within London by any mode that could be cycle able, as recorded in existing surveys and data and already planned into Cynemon and the Strategic Cycling Analysis.

All best,

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From: [REDACTED]
Sent: 24 January 2018 11:54
To: Transport Committee
Subject: Cycling Infrastructure Call for Evidence

Follow Up Flag: Follow up
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I have only just been made aware of this call for evidence: how was it publicised. I use the GL A and TfL websites quite frequently but did not see it.

In terms of public engagement I feel TfL has been extremely poor in engaging pedestrians and bus users. The consultation on CS9 in Chiswick is a case in point:

Residents were notified of the consultation just one day in advance of the public meeting by a plain envelope which looked like junk mail (contrast the clean air consultation where envelopes were clearly marked with “have your say”.) No spot checks on whether envelopes were actually delivered appear to have been made.

The consultation was strongly biased to cyclists with disbenefits to pedestrians and bus users glossed over. Cycling groups from across London were encouraged by TfL to attend meetings intended for local residents.

The consultation started with an emotive assertion that “Chiswick High Road is an unpleasant and intimidating place to walk down”. Simply not true, but consultations should be impartial.

Dr Norman wrote to the Evening Standard reasserting his view that Chiswick High Road is an unpleasant and polluted street, ignoring the fact that TfL say CS9 will increase pollution. Public servants are expected to keep an open mind over this type of proposal but there appears to be no robust governance of the consultation which has bred anger and mistrust.

[REDACTED]
Chiswick W4.

Sent from my iPad

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Summary

The cycling infrastructure delivered by the last mayor has proved successful, quickly and cheaply increasing key roads' people-moving capacity and helping cause substantial increases in healthy, sustainable travel.

However, what was Britain's most active cycling infrastructure programme has now stagnated. Most of the designed, modelled and consulted-on projects we left the new mayor have been stalled or cancelled. The few which proceed lack energy and vigour. The only exceptions are in the mini-Holland boroughs of Enfield and Waltham Forest, where there is strong political leadership.

The mayor's own leadership has been weak. The only test that matters is action on the ground. But though there have been many promises and statements about encouraging cycling, there has been no action, and no evidence so far of the political will needed to turn words into action.

Most new infrastructure schemes proposed since the election have been substantially watered down from the versions being worked on by us. With only one exception, CS9, they will deliver little of benefit for cycling and some will harm it. In the only scheme to which there appears any real mayoral commitment, the pedestrianisation of Oxford Street, cycling is to be banned.

In the "Healthy Streets" initiative more broadly, there are unresolved conflicts between the interests of buses, cycling and walking which may, as in Oxford Street, end up being resolved against cycling. Finally, moves to make heavy lorries safer have been delayed.

Time is now running out to deliver any meaningful improvements for cycling in this mayoral term.

1. The cycle infrastructure installed under the last mayor is working

1.1 There are only three ways to meet growing demand for travel in London: by building more roads, which is politically and physically impossible; by building more railways, which can be almost as difficult and certainly takes decades; or, much the easiest way, by making better use of the roads we already have.

1.2 The segregated cycle superhighways installed under the last administration have succeeded in this last aim, increasing the people-moving capacity of key roads quickly and at low cost. Only a fortnight after their opening, the superhighway roads were already carrying 5 per cent more people in the same space than they were before.¹ During the rush hour the Blackfriars Bridge track, which takes up about 20 per cent of the roadspace, now carries 70 per cent of all traffic on the bridge² and (counting passengers in buses) about 45 per cent of all people travelling on the road. The Embankment track, which takes up one lane of this four-lane road, now carries more traffic in rush hour than the other three lanes put together.

1.3 The cycle lanes have caused a sharp rise in the number of people cycling, both on the routes themselves and apparently more widely. By November 2016, five months after they opened, the number of cyclists using the roads they run on had risen by 55 per cent

¹ <http://content.tfl.gov.uk/pic-161130-07-cycle-quietways.pdf>, p15

² Ibid

over pre-construction levels. At the peaks the north-south route is used by 26 cyclists a minute and the east-west by 20 a minute.³ By the final quarter of 2016, cycling in central London as a whole had risen by 7.2 per cent compared to the same quarter the previous year - substantially above the trend.⁴ Over the same period, motor traffic in central London fell by 4.5 per cent.⁵ By contrast, motor traffic continued to rise in London as a whole.⁶

1.4 As we predicted, the superhighways have reduced capacity for motor vehicles and disbenefited motorists, though in most cases not dramatically, once the construction was finished. No policy is ever perfect for everyone and we as policymakers had to weigh the schemes' benefits and disbenefits. We took the judgment that their benefits (increasing the roads' overall capacity, promoting sustainable, healthy travel and saving lives) greatly outweighed their disbenefits (making some journeys by car, taxi or van longer than before).

1.5 We nonetheless worked hard to mitigate the disbenefits to other users, particularly bus passengers. If a bus's journey time was increased where it met the superhighway, we put in priority measures elsewhere on the same route to speed it up. We changed the designs of most schemes to take account of objections. A recent independent report for TfL concluded that the long-term impact of cycle superhighways on traffic speeds "may be negligible."⁷

2. Sadiq Khan recognised the programme's success and promised to speed it up

2.1 In his election campaign, Sadiq promised to "accelerate the progress we've made [on cycling] in London over the last few years"⁸ and signed a pledge to "triple" (to 36 miles) the extent of segregated lanes completed under Boris Johnson.⁹ Last December, he promised to "spend a record £154m a year over the next five years" to "deliver more joined-up cycling infrastructure right across the city."¹⁰ Announcing his draft transport strategy, he promised an "unprecedented focus on walking and cycling."¹¹

2.2 Val Shawcross, the deputy mayor for transport, promised in November 2016 that "making cycling safer and easier will be a significantly higher priority for Sadiq than it was for the previous administration."¹²

³ Ibid, p16

⁴ content.tfl.gov.uk/tlrn-performance-report-q4-2016-17.pdf, p17

⁵ Ibid, p16 (a reduction from 76.3 to 72.9 index points)

⁶ Ibid, p16 (an increase from 93.1 to 93.5 index points)

⁷ <http://content.tfl.gov.uk/understanding-and-managing-congestion-2017.pdf>

⁸ <https://www.britishcycling.org.uk/campaigning/article/20160211-campaigning-news-Khan-vows-to-increase-London-s-spending-on-cycling-0>

⁹ <http://signforcycling.org/#ourVision>

¹⁰ <https://www.london.gov.uk/press-releases/mayoral/mayor-secures-record-investment-in-cycling>

¹¹ <https://www.london.gov.uk/press-releases/mayoral/fairer-greener-healthier-more-prosperous-city>

¹² <https://www.theguardian.com/environment/bike-blog/2016/nov/22/how-sadiq-khan-aims-to-become-londons-most-cycle-friendly-mayor>

3. However, the opposite has happened, with most TfL and borough-led schemes slowed, stopped, watered down or cancelled

NB - A full list of schemes is at Appendix A.

(a) TfL-led schemes which had been through public consultation before the election

3.1 The new administration inherited from us nine TfL-led schemes (superhighways and Better Junctions) at advanced stages of implementation. All had been designed and traffic-modelled. All had been through formal public consultation, receiving the support of substantial majorities. All except one should have started building in 2016. Most should have been finished, or almost finished, by now.

3.2 For the first nine months of Sadiq's term, work on all these schemes came to a halt. Work on six of the nine has still not resumed. Nineteen months on, they are either formally cancelled or remain in limbo. On some, it is now nearly three years since public consultation ended.

3.3 Of the nine schemes, only three with little or no roadspace reallocation have been allowed to proceed. Two are extensions to already-open superhighways, and one is a junction scheme. However, progress has been very slow. The extension to the north-south superhighway, a short scheme running mainly on side streets, only started building three weeks ago. None of the three is finished.

3.4 Among the six stalled projects, perhaps the clearest test for the mayor will be the (also relatively modest) Cycle Superhighway 11 proposal to close gates to Regent's Park, making it harder to use as a traffic rat-run. It received 60% support at public consultation. However, nearly two years after the consultation closed, the mayor has still not made a decision.

(b) TfL-led schemes at an earlier stage of preparation

3.5 Sadiq has held a number of consultations on cycle schemes and major junctions which were being prepared by us, but had not been put to public consultation by the time we left office. None has yet been approved for building. Given the reluctance to start work on earlier, consented schemes, there must be doubt whether they will ever happen.

3.6 With one exception, Cycle Superhighway 9, the proposals fall below, often far below, the standards of our administration and represent a significant watering down of the plans we prepared for these sites.

3.7 Even the consultation version of CS9, though still an excellent scheme, has been shortened by 40 per cent over our plans. The other superhighway to have been consulted on, CS4, has been mutilated - shortened by around 80 per cent, no longer reaching any major destination and cut into two unconnected pieces, separated by the (untouched) Surrey Quays gyratory. A scheme on the A4 will replace sections of segregated cycle track with shared space.

3.8 The proposals for Camberwell Green, Baker Street and Fiveways (Croydon) offer nothing of value for cyclists and make no meaningful change to the car-dominated status

quo. In the proposals for Waterloo Imax and Nine Elms Lane, disbenefits for cyclists outweigh the benefits. At Lambeth Bridge the balance is marginally the other way.

3.9 Seven of the most important schemes in our "Better Junctions" programme¹³ may have been cancelled altogether. They are Bow Roundabout, King's Cross, Marble Arch, St Paul's Gyratory, Borough High Street/ Tooley Street, Great Portland Street and Woolwich Road. They do not appear on the map or list of sites issued with the relaunched and renamed "Safer Junctions" programme in April 2017.¹⁴

3.10 The new programme claims to be tackling more junctions - but on close examination they tend to be less busy ones (often intersections with minor side streets), or are junctions where work has already been completed by us, or are mere promises to conduct "new safety studies to identify possible solutions."¹⁵

3.11 Another Better Junction left off the new April 2017 map, Kew Bridge, has been consulted on with the CS9 proposal, though no decision has yet been made to proceed. Work on another junction missing from the map, Old Street, is said to be starting next year.

(c) Borough-led schemes: Quietways and Central London Grid

3.12 Quietways and the Grid are routes on low-traffic back streets, joined by segregated stretches on main roads where necessary for directness.

3.13 TfL states that "seven Quietways are due to be complete by 2017"¹⁶ but with the exception of one route (Q1) delivered under the previous mayoralty, no route is complete and almost nothing of value has been achieved.

3.14 Nearly all the main improvements planned under the previous administration - including filtering in Hackney (Q2), Camberwell (Q7) and Dulwich (Q7), a segregated lane on part of South Lambeth Road (Q5), adding a ramp to a bridge which currently has steps (Q6), segregation on Sussex Gardens (Grid) - have been dropped under Sadiq.

3.15 The programme now appears moribund. According to TfL's consultation website, which is supposed to collate them, there are currently no active consultations on any Quietway or Grid scheme and the most recent borough consultation ended in February.¹⁷ (There have also been a couple of consultations in 2017 for Quietway-related schemes on TfL roads; there may also have been some borough consultations not shown on the TfL site.)

3.16 Q1 aside, the programme has consisted largely of rebadging existing 1990s-era London Cycle Network routes and claiming them as new routes. Sometimes Quietway

¹³ <https://lcc.org.uk/pages/tfls-better-junctions-scheme>

¹⁴ <https://tfl.gov.uk/cdn/static/cms/documents/safer-junctions-map-2017.pdf>

¹⁵ <https://tfl.gov.uk/info-for/media/press-releases/2017/april/new-roads-targeted-in-updated-safer-junctions-programme>

¹⁶ <https://tfl.gov.uk/travel-information/improvements-and-projects/central-london-cycling-grid>

¹⁷ <https://consultations.tfl.gov.uk/cycling/grid-and-quietways-consultations-by-borough/>

signs have been painted on busy, wholly unsuitable roads which were never part of our plans. For instance, Waterloo Bridge was designated a "quietway."¹⁸

3.17 The problem is not just lack of impetus and political will at City Hall but also in the boroughs on whose roads these routes mostly run. Most boroughs have been unwilling to allow any meaningful change to their roads. Even tiny numbers of objections (as few as 15 in one case) have been enough to derail schemes. A few boroughs are willing but lack the capacity. Only a handful - perhaps five or six of the 33 - have both capacity and willingness.

3.18 It is strongly recommended that the Quietway programme be cancelled and the money diverted to the handful of boroughs which are willing to do something serious for cycling.

(d) Borough-led schemes: Mini-Hollands and Stratford

3.19 The mini-Holland schemes in Enfield and Waltham Forest, and Newham's gyratory removal project in Stratford, are the only points of light in a bleak picture. Dramatic progress continues in Enfield and Waltham Forest with main road segregated routes opening this year on both the A105 and Lea Bridge Road. Smaller schemes are also proceeding. The third mini-Holland borough, Kingston, is not doing as well. In Stratford, work has begun on the removal of the gyratory.

3.20 The success of these programmes underlines the paramount importance of committed political leadership. However, I have been receiving reports that mini-Holland boroughs may not receive all the money they were promised by us and may not be able to complete all their programmes.

(e) Liveable Neighbourhoods

3.21 City Hall claimed last month to have chosen "the first round of winners of a new multi-million pound funding programme"¹⁹ to promote walking and cycling, the Liveable Neighbourhoods programme. On closer examination, this turns out to involve only £1.25m (not "multi-millions") given to allow the boroughs to "develop their proposals further." Some of the proposals appear to repeat work done by us.

(f) Money

3.22 The claim of "record" £154m a year spending on cycling is not consistent with the TfL business plan. This states that new capital investment on the roads (which has to cover a lot more than cycling) is in fact falling by 17% this year and next, to £123m. Given the general lack of activity on cycling, it seems unlikely that much money at all can have been spent in the past year.

4. There is further evidence that the mayor does not regard cycling as a priority

4.1 The cycling job was almost the last in the administration to be filled and was vacant for more than nine months. My successor, Will Norman, is not, as I was, a mayoral adviser but a middle-ranking employee of TfL. It is notable that, unlike his predecessor,

¹⁸ https://twitter.com/Frazer_Oades/status/885865118323671040

¹⁹ <https://tfl.gov.uk/info-for/media/press-releases/2017/november/boroughs-secure-liveable-neighbourhoods-fundi>

Sadiq tends not to appear at launches or events involving cycling, leaving them to Val or Will.

4.2 Freedom of Information responses reveal that apart from some activity in the last days of the former mayor TfL has spent no money whatever on promoting the new cycle superhighways, which is unprecedented for a major new infrastructure project.²⁰

4.3 In the most important road scheme to be put forward by this mayor, the pedestrianisation of Oxford Street, cycling is not even an afterthought. The eastern end of the street, in particular, is a busy cycle route used by more than 5,000 cyclists a day. However, cycling on Oxford Street is to be banned. Cycling is given only three sentences in the pedestrianisation consultation materials: a vague promise of alternative parallel routes on a street, to a timescale, and to a standard as yet unspecified. East of Oxford Circus, there is in fact no nearby parallel street.

5. The increased emphasis on walking should not come at the expense of cycling

5.1 Our approach was to balance walking and cycling. Most of our schemes included major benefits for pedestrians - indeed most beneficiaries of the mini-Hollands, for instance, are pedestrians. The schemes were strongly supported by pedestrian groups. However, I fear that walking and cycling are now being set against each other.

5.2 In Oxford Street, walking and cycling have been treated as incompatible and conflicting. They are not. There is plenty of room on Oxford Street for both greatly increased pedestrian space, and a bike track. On Broad Walk, Hyde Park, cycling money has been spent to worsen conditions for cyclists, supposedly to benefit pedestrians (though the changes have not, in fact, done so.)²¹

5.3 In his first interview, Will Norman said that pedestrians had been "neglected" and "ignored" and that "given the statistics around pedestrian fatalities, that is something that has to change."²² In fact, by distance travelled, the pedestrian KSI rate is almost two-thirds lower than the cycling KSI rate.²³ In London, pedestrian KSIs have fallen faster than cycling KSIs.²⁴ This, no doubt, is in part because pedestrians have not been neglected or ignored. They already and rightly have segregated infrastructure on almost every street in London. In our term, massive investment was made in London's pedestrian space, both within the cycling programme and outside it.

5.4 If we did focus on cycling more than in the past, this was because it was cycling which had previously been neglected and ignored. A few years of relative focus and attention under the last mayor cannot make up for decades of neglect. Any implication that it can, that cyclists have had their quota of policymakers' interest, and the light must now shine elsewhere, is worrying.

²⁰ <https://tfl.gov.uk/corporate/transparency/freedom-of-information/foi-request-detail?referenceId=FOI-0531-1718>

²¹ <https://www.standard.co.uk/news/london/row-erupts-over-plans-to-build-speed-bumps-on-popular-cycle-route-in-hyde-park-a3484936.html>

²² <https://www.standard.co.uk/news/london/bike-czar-insists-london-is-safe-for-cyclists-despite-three-deaths-in-a-week-a3469346.html>

²³

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/533293/rrcgb-main-results-2015.pdf

²⁴ <https://tfl.gov.uk/corporate/publications-and-reports/road-safety>

6. It is not clear whether "Healthy Streets" really means anything, but cycling could help give it meaning

6.1 Several new proposals, such as Camberwell Green, are explicitly badged as "part of the Healthy Streets programme"²⁵ despite doing little or nothing for cycling or walking. In these schemes, at least, Healthy Streets amounts to little more than the status quo with nicer paving slabs.

6.2 If you want to improve people's health, increase active travel, reduce motorised travel and clean up the environment (the Healthy Streets policy's stated objectives), investing in cycling can do more, more quickly, than any other mode. In cycling there exists a policy instrument – the segregated track – with a proven record, here and abroad, of bringing about substantial shift to healthy, sustainable travel. I can think of no equivalent for walking which could have the same effect, so quickly. The policy instruments available – wider pavements, easier pedestrian crossings, lower-traffic streets – do not represent the same game-changing improvement that a superhighway represents for a cyclist.

6.3 Walking is only feasible for much shorter distances than most Londoners want to travel. Cycling is feasible for longer trips, and therefore for a greater proportion of trips which are currently taken by motorised modes. It is also feasible for some freight or delivery trips as well as passenger trips.

7. There is no way to make meaningful change to the status quo acceptable to everyone

7.1 The mayor has stated that "what I do not want is for there to be confrontation" about cycling schemes.²⁶ At face value this appears to rule out anything serious for his mayoral term. Schemes which make a meaningful change to the status quo will nearly always have majority support, but will never be unopposed; and much of that opposition will be highly confrontational.

7.2 We learned, in the end, that noise was not the same as numbers. London has the country's lowest levels of car use. Most Londoners want and would benefit from less motor traffic. Our cycle schemes invariably won between 60 and 85 per cent support in our consultations, or in independent opinion polls. Many of these supporters were not themselves cyclists but were people who recognised the schemes' broader benefits. Once schemes were done, and everyone could see the benefits, even the opposition that there was tended to melt away.

7.3 You should, and we did, consult extensively, build as much consensus as possible, work to mitigate schemes' effects on other road users, and change schemes to take account of reasonable objections while not sacrificing their benefits. But you should also be aware that much opposition can never be placated, however hard you try. You can, of course, avoid opposition by not proposing anything meaningful for cycling, which with one exception appears to be the current approach.

7.4 It is notable that on the only scheme so far where meaningful change has been proposed by the new regime, CS9, there is opposition just as intense as there was to any scheme proposed by us. It is notable, too, that the new team's approach is, if anything,

²⁵ <https://consultations.tfl.gov.uk/roads/camberwell-green/>

²⁶ MQT, 18.1.17

less consultative than ours: the public consultation on CS9 (5 weeks) lasted only about half as long as our consultation on the east-west and north-south superhighways.

7.5 If the new administration is searching for some formula which can make cycling schemes acceptable to everyone, they will waste a lot of time (as, in fact, did we) finding that this municipal Philosopher's Stone does not exist.

8. Further moves to make heavy lorries safer have been delayed

8.1 In the election, Sadiq promised to ensure that "the safest lorry types become the norm on London's streets as soon as possible."²⁷ Last year, he announced the launch of a "new" and "ground-breaking" scheme to star-rate lorries and remove the most dangerous ones from the streets, saying he was "not prepared to stand by."²⁸ Later stages of this scheme – due from 2024 – are indeed groundbreaking.

8.2 However, scrutiny of the groundbreaking scheme reveals that what it actually amounts to is a three-year delay to a safety plan that was already in train. In January 2016, we proposed²⁹ to require the fitting of a window in the lower half of the passenger-side door, allowing the driver to see a cyclist alongside them. It got 82 per cent support in the consultation and would have been delivered this year.³⁰ However, the last sentence of Sadiq's press release revealed that it had been scrapped.

8.3 City Hall now claims the windows initiative would have had "little impact on cyclist safety." This claim is directly contradicted by TfL's own research which assessed the window proposal as having the "greatest effect" of any possible modification on "the ability of the driver to see the zones to the nearside of the vehicle" and would have created "the opportunity to avoid some of the collisions" that kill and maim cyclists. Even in collisions which are not avoided, it would have created "the opportunity to stop the vehicle before the victim is subsequently run over by the wheels."³¹ The first action of any kind proposed by Sadiq will not now be until 2020.

9. If any targets are set, they need to be ones for which the mayor can be held accountable

9.1 Sadiq's target of "70% of Londoners living within 400m of a high-quality cycle route by 2041" is worth little. He will not be mayor in 2041 and the target will be long forgotten. He should instead be held to targets over his mayoral term - including the promise he made to "treble" the length of protected cycle route (see above).

²⁷ <http://lcc.org.uk/articles/good-news-sadiq-khan-backs-sign-for-cycling>

²⁸ <https://www.london.gov.uk/press-releases/mayoral/new-measures-to-rid-london-of-dangerous-lorries>

²⁹ <https://www.london.gov.uk/press-releases/mayoral/plan-for-extra-windows-to-make-lorries-safer>

³⁰ <https://consultations.tfl.gov.uk/roads/safer-lorries/>

³¹ <http://content.tfl.gov.uk/assessing-direct-vision-in-hgvs-technical.pdf>, p126, p11

APPENDIX

Status of cycling projects inherited by Sadiq Khan

TfL schemes which had been approved in public consultation and were due to start building in the second half of 2016. Brackets show when consultation closed and level of public support.

Old Street roundabout (35 months ago - 87%): Not started. Val Shawcross said in Nov 2016 that scheme would begin in 2017.³² TfL now claims it will begin in winter 2018/19.³³

Cycle Superhighway 1 – Ball's Pond Road segregated track (33 months ago - 65%): Not started. In May the then Mayor issued a mayoral decision ordering TfL to begin work on it by October 2016.³⁴ However, nothing has happened.

East-West Superhighway, Birdcage Walk and Spur Road (26 months ago - 80%): Started in Feb 2017, 8 months late, not yet finished.

Westminster Bridge roundabout and segregated tracks across bridge (24 months ago - 74%): Roundabout work started May 2017, 10 months late, not yet finished. Tracks on bridge have not started.

East-West Superhighway extension Paddington- Acton via A40 (21 months ago- 71%): Cancelled.

Cycle Superhighway 11 Swiss Cottage- Portland Place (21 months ago - 60%): No decision on superhighway. Swiss Cottage gyratory element approved, but work not started.

North-South Superhighway extension Farringdon St- Kings Cross (21 months ago - 70%): Back street section started November 2017, 13 months late. Main road section has not started.

Highbury Corner (21 months ago - 67%): No decision.

Hammersmith Broadway (21 months ago - 79%): No decision. Now "subject to the outcome of the CS9 consultation."

Projects which were in planning stages in May 2016 but had not yet been consulted on

Cycle Superhighway 9 (Olympia- Hounslow): A shortened version, running only from Olympia to Brentford, was consulted on in September-October 2017. No decision yet.

Cycle Superhighway 4 (London Bridge- Woolwich): Shortened in December 2016 to run only from Tower Bridge to Greenwich. Shortened again in early 2017 to end about half a mile short of Greenwich, then further reduced to exclude the Surrey Quays gyratory. Consultation on the remaining 20 per cent of the route (two unconnected sections

³² <https://www.theguardian.com/environment/bike-blog/2016/nov/22/how-sadiq-khan-aims-to-become-londons-most-cycle-friendly-mayor>

³³ <https://tfl.gov.uk/travel-information/improvements-and-projects/old-street-roundabout>

³⁴ <https://www.london.gov.uk/decisions/md1659-apex-junction-improvements>

separated by the gyratory) held Oct-Nov 2017. However Southwark Council, one of whose roads it runs on, is opposed, so seems unlikely to happen.

Other Better Junction schemes not mentioned above

In April 2017 the previous mayor's "Better Junctions" scheme was renamed the "Safer Junctions" scheme and a new map was issued of the junctions to be tackled. The following "Better Junctions" were missing from the new map: Borough High St/ Tooley St, Bow Roundabout, Great Portland Street, Kings Cross, Marble Arch, St Paul's Gyratory, Surrey Quays, Woolwich Road. Kew Bridge was also missing, but has been consulted on as part of CS9 (no decision yet).

Consultations were held on two Better Junction schemes in 2017: Waterloo Imax and Lambeth Bridge. No decisions have been made on either scheme.

From: [REDACTED]
Sent: 04 December 2017 20:59
To: Transport Committee
Subject: Cycling in London

Follow Up Flag: Follow up
Flag Status: Flagged

Dear sir/madam

I am writing to express my views of cycling in London. I have a few points to make:

1. Cycling infrastructure in London is good compared to other big towns and cities
2. All cyclists and motorists really want is segregated cycle lanes. They are the imperative to increase bike use and diffuse motorists anger (unjustified but evident)
- 3 cycle superhighways have to be just that. Pretty much totally segregated . Not the utter and dangerous shambles we have for cs7 up through tooting that at Clapham South pretty disappears on a very very dangerous junction and sort of reappears later. But blue paint splashed on the road is not a superhighway . Particularly as you allow cars and buses to stop/park on it and it disappears regularly or pushes cyclists further out into traffic. Also the superhighway from Wandsworth bridge roundabout through battersea . It's a joke. You can't call that ansuperhighway. It's better than nothing but is not fit for purpose.
4. Quiet ways feel like a real cop out . They are sort of some use but you need to get people on bikes. I was knocked off myself near Waterloo a few weeks ago. I should be dead. But I am not but slowly getting back onto bikes but it's so dangerous out there.

Please help . We need so much more and it wouldn't cost that much Please

Regards

[REDACTED]

Sent from my iPhone

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From: [REDACTED]
Sent: 09 January 2018 18:10
To: Transport Committee
Subject: Call for evidence: Cycling Infrastructure

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Sirs

In response to your Key Questions on Cycling Infrastructure, we have the following views:

Q.3. Has segregation delivered the anticipated benefits on the Cycle Superhighways? How many cyclists are using these routes?

Segregation has been very useful for making cycling safer, however there are some places that have difficulty in accommodating peak flows, and the places where two-way segregated lanes switch from one side of the road to the other are very awkward.

The multi-stage crossing layouts are confusing and inconvenient. The expectation that people will wait for two phases of lights to cross a junction is unrealistic.

Q.5. Have Quietways delivered their anticipated benefits? How many cyclists are using them?

The Quietways do not have a high profile. There are some that are on stretches of road that can not be considered to be quiet e.g. where Waterloo Bridge approach crosses the Strand, involving conflicting movement of cars, and buses pulling in to bus stops.

Q.7. How will TfL's new 'Strategic Cycling Analysis' help determine where and how to invest in infrastructure?

It must concentrate on seeing through improvements in two ways: 1. Making heavily used direct-route main road corridors much more attractive for cycling by improvement of the main road or opening up very close parallel routes. 2. Making it safer to move between relatively safe 'cells' of street network across hazardous routes that isolate them from each other.

Q.10. Are Londoners sufficiently aware of the cycling infrastructure available to them, and how can awareness be increased?

We do not think they are. Awareness could be increased by a navigation app and better signage.

Yours faithfully

[REDACTED]

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From: [REDACTED]
Sent: 27 January 2018 14:07
To: Transport Committee
Subject: Re: Bicycle Lanes

Follow Up Flag: Follow up
Flag Status: Flagged

Most people that I talk to do not like the bicycle lanes in Green Lanes from Enfield down to the North Circular Road.

They are a waste of money £40 + million which could be better used in hospitals or maintenance of the roads which are bad, they cause holdups all along the road due to the facts that they have made the main road single lanes, done away with the roundabouts which allowed cars to go if there was nothing coming, added traffic lights, hold up the traffic behind busses because you can not overtake them, and at the traffic lights and all buses and cars are pumping out exhaust fumes.

Some of us are disabled and cannot walk far or use bicycle's therefore we use our cars for which people pay road tax were as the bicycle's pay nothing.

Whoever thought of putting the bicycle lane's in up this road are very selfish people and should be sacked. And the bicycle lanes should be done away with and the roads put back as they were.

[REDACTED]

Sent from Mail for Windows 10

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From: [REDACTED]
Sent: 18 January 2018 13:41
To: Transport Committee
Subject: Cycle Infrastructure Consultation

Follow Up Flag: Follow up
Flag Status: Flagged

Comments re the Cycle Infrastructure Consultation

I'm a Traffic Management Officer with the Metropolitan Police and I have been consulted on the new design of Cycle infrastructure numerous times.
I'm also a keen cyclist and cycle from outside the Met through the South London Boroughs that I cover. I regularly use the Cycle Superhighways and Quietways.

The amount and quality of cycle infrastructure is noticeably different travelling from Bromley through to Southwark. Clearly more money is being spent on cycle infrastructure in inner London and it shows. However there are considerably more cyclists in Inner London. There is very little infrastructure in Bromley borough and what does exist is fairly sub standard. The A21 Bromley Common was recently resurfaced with the small amount of cycle lane that did exist being removed. It was very narrow and apparently sub standard so it was deemed safer just to remove it. Now there is nothing. I don't believe that this should be the way cycling is approached in the outer boroughs as it sends completely the wrong message.

The Quietways appear to be very well used and are often much busier with cyclists than the same routes were previous to the new infrastructure linking the Quietway routes together. The Superhighways are also very well used but as a cyclist I prefer the Quietway as it is a more pleasant experience that feels safer. If you use the Superhighway and need to deviate away from the route you are generally on much more congested roads that are unpleasant to cycle on.

One thing of note is the quality of the Quietway infrastructure from borough to borough. Each borough seems to take a different approach and I believe it should be much more uniform. The Quietways that are safe and successful put cyclists on the carriageway of quiet roads but provide good safe links via paths and parks. I have just responded to a consultation for a Quietway where the majority of it puts cyclists on the footway in a shared use space where cyclists have to take their life into their hands every time they cross a crossover or side road because they don't have right of way. If this gets built I will not use it as have no desire to cycle on the footway battling with vehicles pulling out of side roads. I have never seen this design before for a Quietway and believe it is a big step backwards for Cycle infrastructure. There should be a consistent approach to all Quietway designs regardless of which borough they are in.

Regards,

[REDACTED]

[REDACTED]

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From: [REDACTED]
Sent: 24 January 2018 13:57
To: Transport Committee
Subject: Current investigations into cycling infrastructure

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Sirs

In response to the above investigations, I request that proposed cycling infrastructure schemes, including CS9 and CS11 be halted until:

- * The current use and anticipated benefits of segregation have been assessed
- * The negative consequences for other road users and pedestrians have been assessed
- * The impact on pollution and congestion levels has been assessed (particularly measured against the major improvements in both following the implementation of SCOOT)
- * The differences in current use, requirements and infrastructure in inner and outer London have been assessed to ensure that they are appropriate to the location
- * The implications for the schemes as a whole have been considered should any part fail to obtain endorsement.

Assessment must be thorough, independent and transparent and directly relevant to the affected area.

The "consultation" regarding CS9 certainly has not demonstrated effective public engagement by TfL regarding cycling schemes and designs and stakeholder needs. There was a preponderance of cycling organisations considered to be stakeholders in spite of cycling having a minority modal share of London's transport and the proposed scheme having a major impact on the majority, if not all, of the people living and working in the area who were largely disregarded.

The consultation period was extremely short and notice was not targeted effectively. TfL promised that directly affected businesses would be consulted but this did not happen. TfL is not distinguishing between local and non-local responses to the consultation, raising concerns that cycling organisations and prominent figures in positions of authority may unduly influence the result.

Although the responses to the consultation have not been processed, Hounslow Council stated in a press release on January 11th, 2018, that "...there is widespread support for much of CS9". This is not the impression garnered by residents and again, there is concern that this may lead to opponents deciding not to express an opinion as there is already a feeling that this is a "done deal". No data were offered to substantiate Hounslow Council's claim.

The perception that local workers and residents are powerless to intervene was enhanced by the unannounced appearance of a surveyor along Chiswick High Road at the end of 2017. Why was a survey of this type being carried out in advance of a decision being made but after a proposal had been published?

The designation of Chiswick High Road as a "high road" and not a "high street" means that insufficient weight has been given to the actual pattern of use and the major changes that CS9 would bring which many feel to be to the detriment of the overall environment and the majority of users. It is also contrary to previously stated aims and objectives contained in Local Implementation Plans, Healthy Streets for London and similar strategy documents.

TfL stated that it undertook several surveys before producing a proposal for CS9. Why were the results not made widely available prior to and during the consultation period so that respondents could make an informed decision?

TfL stated that they had met the RNIB with regard to the proposals for CS9 but did not make their serious concerns regarding safety widely known, particularly with regard to the proposed floating bus islands. The latter have caused objections to be lodged in other areas, notably outside St Thomas hospital.

Where survey results, such as TfL's Attitudes to Cycling report and daily cycling trips on Chiswick High Road, have been obtained, it is clear that cycling is a minority interest. TfL state that they would like to see an increase of 50% cycle use following implementation of CS9. That this could be achieved is doubtful but, even calculations using current TfL figures means that the maximum number of users in mid-summer would result in fewer than 600 cycling trips per hour - approximately the same number of trips that could be accommodated by just 7 full buses, all of which would be slower (and potentially more polluting) because of the reduction in road space and time taken for pedestrians to board and alight from floating bus stops. It is blatantly obvious that use in the winter is considerably lower, with the number of cyclists observed in the rush hour morning peak recently being in single figures.

An assumption has been made that cyclists will be safer using segregated cycleways because the main danger that they face is from motor vehicles. This ignores the many other variables that result in people choosing not to cycle that have been demonstrated in academic theses and peer-reviewed papers. A major disincentive is the perceived danger from other cyclists which has a disproportionate effect on less confident cyclists and women in particular. 9% of cyclists in TfL's 2016 Attitudes to Cycling Survey said that this would prevent them from using a cycle superhighway whilst 24% stated that they would simply not use it. Although the actual numbers of people that this involves is very small, it is nevertheless a significant proportion of the current users whom TfL is trying to serve by implementing CS9.

The emphasis on the danger that other road users can present to cyclists has been to the detriment of emphasising and enforcing the role of the individual cyclist in ensuring their own and others' safety. This includes, but is not limited to, the lack of policing of illegal and anti-social cycling as well as seriously dangerous behaviour from the largely untrained body of existing cyclists. (Just one example from my walk to work this morning involved me having to dodge a cyclist speeding from behind on a narrow pavement, whereupon he immediately came face to face with another cyclist speeding along the pavement in the opposite direction. He avoided what looked like an inevitable collision by shooting into the oncoming traffic on Chiswick roundabout without warning and cycling alongside in the wrong direction until he again mounted the pavement and sped towards Brentford. CS9 would do nothing to prevent this).

An assumption has been made that if cycling infrastructure is provided and other road traffic penalised by losing road space, people will then choose to cycle. There is no evidence that this is substantially the case.

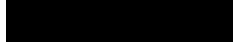
The Netherlands, Amsterdam in particular, as well as Copenhagen, have been touted as exemplars of cycling policy and practice. This ignores the very real concerns expressed by officials and residents of problems with congestion caused by the sheer volume of cyclists on the road in those cities and aggressive and dangerous cycling causing problems for all road users and pedestrians, particularly those with visual, auditory or physical impairments.

Cycling is being promoted as being of benefit to public health. However, the public highway is not a gymnasium. The same effects could be achieved by provision of static cycles in parks and

local authority facilities as well as private gymnasia and velodromes. Walking is also promoted as being of benefit to the public health, but the danger posed to pedestrians by illegal and anti-social cycling as well as the widespread flouting of no cycling by-laws in parks and along towpaths means that there are no areas where pedestrians can avoid proximity to cyclists. CS9 will do nothing to alleviate this and, in some respects, will make the situation considerably worse for pedestrians than at present.

I look forward to your considered response.

Regards

 W4 resident

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From: [REDACTED]
Sent: 24 January 2018 08:17
To: Transport Committee
Subject: Cycling infrastructure investigation

Follow Up Flag: Follow up
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To whom it may concern:

I have just been made aware of the Assembly's investigation into Cycling Infrastructure.

I live in Chiswick, and own a shop on the south side of Chiswick High Road, the proposed route of Cycle Superhighway 9 currently in consultation with TfL and Hounslow Council. I, along with other businesses and residents, have formed ReDesignCS9, an umbrella group to challenge the current proposal ensuring any intervention be to the benefit of all not detriment of any road users. The current scheme does not achieve this target. As one example, this Cycle Superhighway scheme which some purport will deliver 10,000 cyclists, does not indicate any cycle parking. At all. Per TfL guidelines and your investigation, it would appear a Quietway is the more appropriate solution given the physical parameters of the built environment of both Hammersmith and Chiswick. In point of fact, we are being told by TfL to look at Mini-Holland schemes as comparable to the Cycle Superhighway proposed. Why TfL ask we compare an apple to an orange remains a mystery as it does little to help us respond constructively.

We have learned from colleagues in Enfield, cycling infrastructure has not delivered as promised nor desired. So, no, I don't think lessons learned are being applied.

I'd very much welcome the chance to engage further in whatever appropriate means possible.

Kind regards,

[REDACTED]

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From: [REDACTED]
Sent: 22 January 2018 15:15
To: Transport Committee
Subject: Point 10 Cycle Infrastructure Consultation

Follow Up Flag: Follow up
Flag Status: Flagged

Theft and criminal damage to bicycles is a significant factor concerning the uptake of cycling in London. In the last year over 28 000 bicycles have been reported stolen to the Metropolitan Police (excluding British Transport police and the City of London Police) and Cycle theft is currently under reported. We have examined a number of areas set aside for bicycle parking and have often found them to be inappropriate sited with poor natural surveillance, installed with non-security rated products and often in an untidy and neglected state. Due to policing priorities, a fluid online second hand market and a reluctance from retailers to reduce crime (in order to increase sales) there needs to be provision for well-designed and specified bicycle parking which is safe and secure in order to reduce the number of cycles stolen or damaged. The theft or damage of a bicycle is a serious financial barrier to regular cycling one which is less likely to be covered by insurance then other forms of transport and often leads owners to make compromises which further reduce the appeal of cycling, for example if you bicycle is stolen you may buy a cheaper less comfortable cycle or spend less on associated accessories such as lighting which increase the risk to safety on the road. There are a percentage of victims of Cycle theft that will completely give up on cycling.



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From: [REDACTED]
Sent: 03 December 2017 17:32
To: Transport Committee
[REDACTED]
Subject: Consultation on Cycling Infrastructure

Follow Up Flag: Follow up
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Fao [REDACTED]
Hello

I am writing to register my support for this survey of cycling infrastructure and to introduce myself as I have quite a lot of experience in this field.

I am a vehicular cyclist, tandem pilot, cycle courier and creator of social bike rides as well as a [REDACTED] member of Walkers Anonymous, a walking group I run for my local mental health charity, elms, so have many, sometimes contradictory views on the subject. If that wasn't enough, I also live in a mini-Holland borough so I don't believe one letter would suffice to set out all I have to say, so this is a brief prelude.

To begin at the beginning
Cycling Infrastructure
Start date: 03 November 2017
End date: 22 January 2018
Key Questions

1. What progress on new cycling infrastructure has been made under Sadiq Khan, and what are his long-term plans?

I rather feel this is a question best answered by you as I am but a service user, riding and walking the streets of London daily.

I have watched the progress of the cycle infrastructure along Lea Bridge Rd from the very beginning but look to you for information as to what is going on elsewhere in London. From what I can see from social media, plans for something similar in Chiswick seem to have ground to a halt.

From my point of view, progress since the current Mayor was elected can best be illustrated by this clip from my YouTube channel. I record my rides for many reasons, and this is from my Infrastructure section. Please see the narrative for detailed analysis

[REDACTED]

I strongly support the construction of segregated cycle infrastructure in London, as it is the only way that new, nervous and occasional cyclists will ever be able to feel reasonably comfortable with traffic. The only problem is when the infrastructure runs out, as it all too often does, those self same people have the unenviable choice of either pushing their bikes on the pavement, or breaking the law by riding there. Very few will brave the roads, particularly at junctions.

I would like to to ask the Mayor how he is going to tackle this problem, one of the biggest barriers to a much broader uptake of cycling as a method of transport.

Kind regards

[REDACTED]

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From: [REDACTED]
Sent: 25 November 2017 16:26
To: [REDACTED]
Subject: Call for evidence - Cycling Infrastructure & a first draft response
Attachments: Transport Committee Cycling Infrastructure call for evidence.pdf

Follow Up Flag: Follow up
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1. What progress on new cycling infrastructure has been made under Sadiq Khan, and what are his long-term plans?

New proposals continue to emerge. The emphasis on Healthy Streets is welcome, but it is not always apparent in the proposals, for the reasons considered in point 2 below.

2. Has TfL resolved the problems that delayed some cycling schemes under the previous Mayor? The previous Mayor was reluctant to reduce private vehicular traffic flows, with the result that any road space given to cycling was often at the expense of bus users and sometimes pedestrians more generally. The disruption during construction, and the reduced accessibility to bus stops, has contributed far more to the decline in bus use than people switching mode to cycling.

3. Has segregation delivered the anticipated benefits on the Cycle Superhighways? How many cyclists are using these routes?

4. To what extent has segregation had negative consequences for other road users and, if necessary, how can this be mitigated?

Pedestrian routes must be maintained at a width commensurate with footfall. Access to bus stops should be no worse and ideally improved, and where there are conflicting flows of pedestrians and cyclists there must be enforcement against the minority of cyclists who treat pedestrians no better than car and lorry drivers treat them.

5. Have Quietways delivered their anticipated benefits? How many cyclists are using them?

6. What are the differences in infrastructure between inner and outer London? How can TfL ensure infrastructure in different areas is sufficient and appropriate to the location?

The pressure on space in inner London is much greater, therefore there is less scope for segregated cycle routes.

7. How will TfL's new 'Strategic Cycling Analysis' help determine where and how to invest in infrastructure?

8. How appropriate is the 400-metre target set in the draft Transport Strategy? Can we equate proximity with access?

Proximity is more important for pedestrians for some of whom an extra 50 yards will be the difference between making the journey and staying at home.

9. Is TfL's approach to public engagement working effectively to improve scheme designs and meet stakeholder needs?

The mechanisms are in place but we have yet to see how the concerns of pedestrians and bus users are reflected in modification of the draft proposals.

10. Are Londoners sufficiently aware of the cycling infrastructure available to them, and how can awareness be increased?

Yes, so not a concern.



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From: [REDACTED]
Sent: 21 February 2018 13:21
To: [REDACTED]
Subject: FW: Transport Ctte

Follow Up Flag: Follow up
Flag Status: Flagged

Cycling submission

From: [REDACTED]
Sent: 21 February 2018 12:51
To: [REDACTED]
Subject: Re: Transport Ctte

Dear Richard Berry,

As a disabled person with reduced mobility I use a 4 wheeled walking frame outside or a wheelchair depending on the severity of the pain I am in that day. Not only do I have to cope with heavy doors etc while I am out but I also have to look out for cyclists who insist on riding on the pavement despite the council providing cycle lanes. I am not talking about children but full grown adults who cycle at speed on the pavement. I have had a number of near misses with cyclists who do not bother to look or have a care for pedestrians let alone disabled pedestrians. It annoys me that so much money has been spent on providing cycle lanes, many of them protected cycle lanes and some (not all), cyclists refuse to use them. Cyclists who lay their cycle on the pavement (usually right by the entrance), while they pop into a shop. This is a hazard for reduced mobility people like me

There is a huge issue of cyclists who are either using their mobile phones whilst cycling or listening to their MP3 players so loudly they can't hear warnings shouted at them. Cyclists who cycle hands free to look 'cool'. Cyclists who do not have lights on their cycle and the worst for me is groups of cyclists who bunch 3 or 4, jumping of red lights or just cycling through red lights. I fully understand the need to promote cycling and the need for cycle lanes but there are some cyclists who just do not care what they do and yes they may be a minority but we have had in the news in the last few months of cyclists who have injured or even killed pedestrians through reckless behaviour.

Regards - [REDACTED]

From: [REDACTED]
Sent: 22 January 2018 16:06
To: Transport Committee
Subject: Cycling Infrastructure Investigation

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Sirs,

Please find below my responses to Questions 2, 3, 5, 8, 10 and 14.

Yours faithfully,

[REDACTED]
Network Designer

2. Has TfL resolved the problems that delayed some cycling schemes under the previous Mayor?

One of the biggest obstacles to any meaningful progress, I submit, is a lack of understanding about the potential market. For example, the London Cycle Network sought to "cater for all age groups whether they are new to cycling or existing regular cyclists". This was replaced by the LCN+, which, it was hoped, would give "people of all ages, abilities and cultures the incentive, confidence and facilities to cycle whenever it suits them". Of the more recent initiatives, the London Cycling Campaign say that the Quietways "must be high quality, direct, and cater for all cycling abilities", and that the Central London Bike Grid "must be just as suitable for children, inexperienced cyclists and disabled cyclists as it is for faster commuter cyclists".

The Cycling England report 'Making a Cycling Town' says: "Finding the right target audience is the essential starting point for cost effective behaviour change." I have asked on the Cyclescape discussion pages, maybe six or seven times, but the fact remains that the London Cycling Campaign have not been able to show any proof whatsoever that, given our politics and infrastructure legacy, a practical way to create an amenable cycling environment from where we are now would be to *begin* by trying to develop a network that is suitable for cyclists of basic competence.

Despite this, when Simon Munk appeared before the Transport Committee, he suggested that the biggest barriers to improving cycling infrastructure in London are the boroughs, and the lack of political will to deliver cycling infrastructure. The implication here is that the authorities have the right strategy, and that it is therefore their fault that it's not working out (as per the LCN+).

All of this is stated clearly and openly [REDACTED] on the Cyclescape discussion page, which I would very much like to form part of my submission. I hope you wouldn't feel obliged to read it all, but I would be most grateful if you could cast an eye over what was said (this particular thread is open to the public).

The main point is that Roger Geller of Portland famously identified four types of cyclist: the Strong and Fearless (2%), the Enthused and Confident (8%), the Interested but Concerned (60%), and the No Way No How (30%).

In London currently, the cycling population is mostly made up of Strong and Fearless types. The LCC's strategy is to *begin* by creating an environment which would suit the needs of the Interested but Concerned group — "where Londoners young or old, occasional cyclists or experienced ones, will be

safe, and *feel safe* cycling on main roads". This strategy, then, is the equivalent of saltation, whereas a better strategy would be something more like evolution.

Chris Boardman was right to say that cycling has got to be easy, appealing and safe, in that order. First and foremost, cycling has got to be easy, which means, as a starting point, direct and meaningful routes connected together and with good density.

Doing this for the Enthused and Confident cyclists is going to be hard enough, but doing this for the Interested but Concerned cyclists is proving to be next door to impossible.

The Enthused and Confident group of cyclists — aka "the mass of non-cyclists who are most likely to take up cycling again" — are the key to the next phase, as this passage from Roger Geller's paper explains:

"The Enthused and Confident are those who have been attracted to cycling in Portland by the significant advances the city has made developing its bikeway network and supporting infrastructure over the past 16 years. They are comfortable sharing the roadway with automotive traffic, but they prefer to do so operating on their own facilities. They are attracted to riding in Portland because there are streets that have been redesigned to make them work well for bicycling. They appreciate cycle lanes and bicycle boulevards [Quietways].

"This Enthused and Confident demographic of cyclists are the primary reason why bicycle commuting doubled between 1990 and 2000 (U.S. Census) and why measured bicycle trips on Portland's four main bicycle-friendly bridges across the Willamette River saw more than a 300% increase in daily bicycle trips between the early 1990s and 2006. An educated guess would be that 60% of the Enthused and Confident demographic of Portland citizens are now cycling regularly."

The main reason some cycling schemes are being delayed in London is because the target audience is wrong, and the London Cycling Campaign do not deny it.

3. Has segregation delivered the anticipated benefits on the Cycle Superhighways? How many cyclists are using these routes?

Several people have testified before the Transport Committee to the effect that the Cycle Superhighways are very clearly successful, and that following their installation, there have been huge rises in the number of people cycling. To quote just one person, Andrew Gilligan declared: "We have seen a big modal shift in cycling."

This would be astonishing if true. For example, the Dutch experimented with all sorts of interventions in favour of cycling during the 1970s, '80s and '90s. This culminated in the publication in 1999 of The Dutch Bicycle Master Plan, which says:

"Around the year 1975, high quality bicycle routes were constructed in The Hague and in Tilburg with the support of central government. These pilot projects were aimed at improving cyclists' safety. The projects were also designed to shed light on how bicycle use could be stimulated and could therefore contribute to solving urban traffic problems. An evaluation followed in 1981, which concluded that bicycle use had remained unchanged following the construction of the routes. [...]

"Two high-quality routes outside of the built-up area were also constructed around 1982 with government support. The results of these pilot projects corresponded well with the experience gained in The Hague and Tilburg, i.e. a single high-quality and separate bicycle route is apparently insufficient for stimulating more bicycle use and less car use. The conclusion was that a complete network of bicycle routes was needed, one which would need to include a small grid-width within the city. The 1981 report indicated a maximum distance of 500m between routes."

To say the same thing in a different way, the National Propensity to Cycle Tool report notes that the main reason for developing cycle paths physically separated from busy roads is to "broaden the demographic appeal of cycling." However, the report also cautions that where the wider cycling network is poor, and cycling levels are low, building small amounts of infrastructure in isolation tends to have relatively little effect. In order for these high-engineered schemes to make a difference, then, they must be "built in the right place and as part of a developing network".

Regarding the safety element of the Cycle Superhighways, Ricardo Marques and Vicente Hernandez from the University of Seville have recently established that network connectivity has a substantial effect on cycling safety by itself and beyond the mere increase in the length of the cycleways.

5. Have Quietways delivered their anticipated benefits? How many cyclists are using them?

According to the latest Travel in London report, 69% of Londoners had not even heard of the Quietways programme. Little wonder, then, that consultations on them are proving difficult.

'Cycling: the way ahead for towns and cities' has one chapter entitled, 'What needs to be known'. It says:

"Depending on the resources available, each town has to decide upon its priorities, and work out which specific actions are the most important. Reproducing apparently effective action taken elsewhere could have negative consequences if the concerted and coherent programme on which such actions were based is not taken into account. On the contrary, it is preferable to draw inspiration from known examples with due caution. Keeping in mind some of the constant factors of a thoroughly understood cycling policy, allow full recourse to the imagination and try to make the best use of locally-available resources."

Making alternative routes more numerous and easier to follow is easily achievable, and would make the best use of the locally-available resources.

8. How appropriate is the 400-metre target set in the draft Transport Strategy? Can we equate proximity with access?

In terms of developing a core network, the 400-metre target is actually quite reasonable. But no, I don't think we can equate proximity with access.

It is important that high quality routes be developed within the framework provided by a functioning cycling network. It is also important that the cycling network has sufficient connectivity and density. Nevertheless, if this core network could be delivered to a high standard by 2041, I think that would be a major step forward.

10. Are Londoners sufficiently aware of the cycling infrastructure available to them, and how can awareness be increased?

The Executive Summary of a European Parliament policy document entitled Promotion of Cycling begins thus:

"Mobility may be regarded as the ability to travel, although its meaning could be much broader, since mobility encompasses not only the activity of travel, but also, more importantly, the possibility for the traveller to decide when and where to travel, by being aware of, and being able to make use of, an information set for optimising the journey."

Developing an information set which optimises people's non-local bicycle journeys has been my life's work, and is based around a signing strategy which codes routes according to a direction of travel (using a concept which I call compass colours).

Why is it a good idea to code the routes on cycling networks using compass colours? I have been thinking about this a lot recently, and can boil it down to four key areas:

1. The map is more compact and easier to read;
2. The signing strategy is intuitively useful to people;
3. More of the network can be coded with compass colours than with other signing strategies; and,
4. The map and signing strategy can be made colour blind-compliant.

With regard to the first point, it is an established fact that colour-coded maps are easier to read. Colour-coded maps can also be made more compact, as can be seen when compared with cycling maps from cities such as Norwich and Copenhagen.

With regard to the second point, it is very important to understand how people navigate a route. According to Wikipedia, there are four steps in the wayfinding process:

1. Orientation, which is the action of orienting oneself relative to the points of a compass or other specified positions;
2. Route decision, which is the selection of a course of direction to the destination;
3. Route monitoring, which is checking to make sure that the selected route is heading towards the destination; and,
4. Destination recognition, which is when the destination is recognised.

In a noted experiment, thirty-five people were blindfolded and driven in a bus around a circuitous route for almost 20km in an Australian country town. At four points they were asked, whilst still blindfolded and in the bus, to indicate the direction of the point of origin of the journey. Females performed better in this task than males.

The case is, that for as long as people are able to keep themselves correctly orientated (step 1), they are able to select a course of direction to their destination (step 2). Route confirmation markers laid down at regular intervals would help people to stay on track (step 3).

Some towns and cities just have destination signs at strategic locations, but I think there are some limitations with this approach. For example, unless your destination is actually shown on the sign, the best way to proceed can be far from obvious.

With regard to the third point, accepting that colour coded maps are easier to read, the most practical alternative to compass colours is one-colour-per-route. However, there is a natural limit to the number of routes that can be coded with this strategy, whereas with compass colours, there is no such limit.

As for the final point, because there are never more than seven compass colours, the maps and signage can easily be made colour blind-compliant.

In the final analysis, it is surely good practice to ensure that cycling networks are clearly defined, easy to understand and intuitively useful. As People for Bikes has noted: "A robust cycling network isn't just direct and efficient; it gives everyone the gift of improvisation, of exploration."

14. Should cycling infrastructure be oriented toward longer-distance commuting journeys, or more localised trips?

The development of a Strategic Cycling Network should be the priority.

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From: [REDACTED]
Sent: 22 January 2018 16:59
To: Transport Committee
Subject: Cycling Infrastructure

Follow Up Flag: Follow up
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Cycling Infrastructure
Key Questions

1 What progress on new cycling infrastructure has been made under Sadiq Khan, and what are his long-term plans. Has TfL resolved the problems that delayed some cycling schemes under the previous Mayor?

On the ground...actually zero!

Cycling around the capital, it is possible to very occasionally find a sign that says 'No Overtaking Cyclists' - which more assertive cyclists will note and take their space more assertively than those less familiar with the confrontative behaviour that remains all too prevalent in London and indeed the UK.

Otherwise, where any of the vast number of developments occur, 'Cyclist Dismount' is still all too often the case and ignorant site bosses are all too willing to close off entire routes unnecessarily rather than provide an all too often feasible route for cyclists to continue their journey.

Examples exist in Bloomsbury and off of Lower Thames Street, where the street is closed off, ignoring the necessity for cyclists to access these back roads to avoid major roads.

Worse still, a relatively progressive borough like Camden, has recently given permission for a developer to close off a hugely important N-S cycle route in Somerstown - for three years - simply because the workmen would have to cross a road to get to a cabin !

More generally, the realisation is dawning increasingly upon cycling campaigners that Sadiq Khan represents a 'typical' politician. Many were aware early on as he blatantly ignored all best available advice to get infrastructure that had passed the consultation in and completed, ready for expansion into the absolute requisite NETWORK for LONDON.

But, he dragged his feet, and worse allowed pronouncements to be made (via Valerie Shawcross - a massive disappointment); we were to wait, while TfL were 'sorted out' and the new commissioner was to be selected !!

Well. We waited. TfL lost the excellent Brian Deegan (who recently took up post as Cycling Commissioner for Leicester). Andrew Gilligan, who arguably had more experience than anyone with regard to progressing actions for cycling infrastructure improvements, WAS IGNORED. There has not TMK, been a single meeting between Khan and Gilligan.

He was not approached for interim period recommendations.

All warnings he gave went unheeded. the result is stasis. And worse, the predicted noise and foot stomping from the pro-rat-running mob (from NW3 and elsewhere). This doubtlessly added fuel to Sadiq's own doubts and lack of comprehension as to the essential need for cycling infra.

So in addition to the ludicrous decision to cancel the CS3 Westway extension (on the grounds it would possibly cause 'eight minutes' delay to car drivers, **WHILST THE MEASURES WERE BEING INSTALLED !!!**), we have had the recent fiasco of Regents Park; **A PARK !!** Where he was unable to provide the required (easy, simple, quick, effective) measures to return this space to pedestrians and cycle users. Four gates were to be closed; **NOT** even for **ALL** of the time !!

No new measures for cycling have been installed under Sadiq.

Things have worsened in places and required time action and effort to keep things open to cycling.

Eg the measures put in on the bridges after the terrorist attacks, protected walkers but stupidly, prevented cyclists from accessing Blackfriars Bridge for example.

Such an incident, should have been an ideal opportunity to look at the considerations of safety to vulnerable road users and see that the terrorist weapon of choice has increasingly become that weapon used by those lethal machine operators who manage to maim and kill with impunity in other walks of life.

Even Ken Livingstone, having about as much interest as Sadiq (although, perhaps Sadiq is on the way to proving to be the most cycle-hostile mayor to date?), brought in the Congestion Charge and the Western Extension. Mayors of other cities in Europe and the world are moving ahead with actual changes to benefit their citizens.

Why has Sadiq been so clearly opposed to getting a network (or even the consultation measures) in? CS11 received 60%+ support. He has waited two years and abandoned it (a paltry two gates to be closed for a shorter length of time - with **NO** provision whatsoever at weekends) - with resultant additional congestion likely. Well done and thanks for that !!

Sadiq is showing to be more interested in following traditional conservative motorphile values than

following what should be a social justice agenda, of providing clean air and safe spaces to move and travel about in - using active and sustainable transportation.

A park!! this is where parents would take their kids to learn to cycle isn't it!

Sadiq's discomfort on a bike with Chris Boardman, prior to the mayoral election summed it up. His comments that cycle lanes 'might not need to be so wide' represent a substantial part of his commentary on cycling. The empty promises made in order to gain the support of the cycling lobby can be repeated loud and clear - whilst the cycle campaigners look for ways to circumvent this obstacle to progress. **TWO YEARS LOST.**

Sadiq recently uttered comments on BBC news to students in Pakistan about what drew him to study law. It may have been meant lightheartedly, but in context some of us weren't so amused:

it was.... "the sharp suits and the fast cars"

Perhaps, just perhaps, we know that **EVEN**, Boris had a job with getting K & C and the City on board. He talked of getting measures through as being one of the most difficult tasks of his mayoralty. But, through Gilligan, working **WITH** cycling campaigners, we achieved the fantastic CS3.

Is there any party allegiance Sadiq should be worried about?

Does he stand to lose support from these entrenched hostile boroughs.....?

Where is the willingness to listen to campaigners. To work **WITH** them.

Nine months to hire Will Norman. With a track record of sports company management !!!

Meanwhile Gilligan becomes commissioner for Cambridge and Manchester gets Chris Boardman.

If you want to see the way cycling cities are likely to progress in the UK, London is going to be way down the list.

2 Has segregation delivered the anticipated benefits on the Cycle Superhighways?

Yes of course. Look at CS6 in the morning and evening peaks. It is oversubscribed. It needs 'Tavistock Place treatment' i.e. an extra separate lane on the other side of the road - that is 'with flow'.

These lanes still only receive the 'brave or experienced' commuting cyclists, since access to these routes is dire.

Looks at Chancery Lane for example. To head south for the Thames route (CS3), there are contra-flow painted lanes for cyclist on this one way street (that even then only goes a partial distance along this street). These lanes are parked in by large HGVs for most of the time, bringing cyclists into direct confrontation with fast rat-running approaching head on vehicles. This is such total rubbish. But it's still the default expectation for cyclists. The bad when it's bad is really bad.

The good bits are few and far between.

Hyde Park recently installed speed bumps that impact cycling journeys and provide further disincentive - particularly for those using a cycle as a mobility aid.

And parents riding with children..? Hardly...!

How many cyclists are using these routes?

As mentioned - some are already oversubscribed.

There would be a broader representative group using them if they were joined up.

Imagine if footpaths just 'ran out' at most places, forcing pedestrians (that's mums. kids. elderly walking their dogs etc) to walk in the road with HGVs, buses and the colossal grinding tonnage of unnecessary, excessive, inappropriate car journeys!!

3 To what extent has segregation had negative consequences for other road users and, if necessary, how can this be mitigated?

Segregation has the benefit of moving large numbers of people efficiently and quickly through London.

Persistent motor users continue to plague some routes and should be diverted to main through routes designated to carry essential motor traffic (a system of permits needs to be devised - as has been done in Paris).

4 Have Quietways delivered their anticipated benefits? How many cyclists are using them?

These are rubbish. they should have the definition and status recinded, unless proper traffic calming measures are implemented.

A QW should by definition have no motor vehicles using it as a rat-run.
Filtered permeability - using two way No Entries (bus/ambulance gates) are highly effective and allow improved access for emergency service vehicles and others where necessary.

5 What are the differences in infrastructure between inner and outer London? How can TfL ensure infrastructure in different areas is sufficient and appropriate to the location?

Provide a network.
Bring in enforcement for unnecessary car journeys (residents /visitiors only) Through access denied.
residential areas would become community based as the motorphile noise and resentment dies down.

6 Is TfL's approach to public engagement working effectively to improve scheme designs and meet stakeholder needs?

NO. To much listening to pro-rat-running groups such as the Le Criqui mob in NW3 who prefer children to breathe in their fumes than have the right to cycle safely.

WE have multiple public health emergencies - these re impacting on the NHS. The evidence has bee made available for a long time.
Unfettered car use is killing us - and costing a lot more in the process .

7 Are Londoners sufficiently aware of the cycling infrastructure available to them, and how can awareness be increased?

NO. Signage is poor for this few existing routes.

8 How is TfL using infrastructure to attract a more diverse range of people to cycle in London?

?? Not by making cycling the obvious choice to travel short (3km average distances that's for sure).

If it's not seen a s safe or comfortable, convenient, easy, people will go for the car.
Or other sedentary options like buses or tubes. Ok but not active sustainable transportation.

9 Is there sufficient cycle parking in London, and is it in the right locations?

NO. the west end is abysmal for one. Other locations have got worse. Bloomsbury for example. Many tube stations are in gross demand. Kentish Town...etc etc

10 How are the lessons of the Mini-Hollands and other previous cycling schemes being applied elsewhere?

??? The ideas are being diluted. We now have 'Healthy Streets' that allow vast volumes of vehicles per hour that were not acceptable under the CLoS system.
2000pcus per day is maximum NOT 5000 or 6,000.

Routes are supposed to be for people aged 8 - 80.

A through traffic motoring grid needs to be designed. GET THROUGH TRAFFIC OFF THE
RAODS THAT WERE NEVER FOR DESIGNED FOR IT.

11 Should cycling infrastructure be oriented toward longer-distance commuting journeys, or more localised trips?

EVERYONE. Why choose. the network should radiate from the centre and connect up.
All too many routes have non-essential rat-running that destroy ant incentive whatsoever fro
people to cycle.
Barnett and Brent like Newhams and Redbridge all have the same old problems - though
Barnett should be awarded (with Westminster) for being ahead of the game with their
specifically anti-social and hostile agenda for preventing mass cycling take-up.
Gardens paved over to park large numbers of motor vehicles (contributing to increasing climate
extremes of flash flooding) are an additional negative of course.

THROUGH TRAFFIC GRID. With segregated cycle lanes. These can be 'light' to start with.
Amended. Trialled. Tweaked.
It needs to go in.

Excessive traffic volumes have no lace in modern urban society,

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From: [REDACTED]
Sent: 29 January 2018 16:22
To: Transport Committee
Subject: thought on Cycling Infrastructure

Follow Up Flag: Follow up
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Hello,

Because mainline train routes use the most straight line to the central London with almost no inclination, would it be feasible to use those by converting the existing tracks in a way to accommodate a cycling track along with them (or where necessary build a flyover going above bridges)? That way a fairly long distance travel by bike from outer London to central London would be possible to complete in a short period of time, bypassing the motor/road traffic in a safer, time efficient way.

Regards
[REDACTED]

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From: [REDACTED]
Sent: 18 November 2017 14:01
To: Transport Committee
Subject: Cycling infrastructure

Follow Up Flag: Follow up
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I cycle in London every day along Victoria Embankment which is very nice except why do we have this blind spot for some cyclist who still jump the red lights and speed along like they are on a race track. I have seen some very nasty accidents here which are purely down to very excessive speeds. Also people need to have lights on their bikes in the dark why spend £2000 on a bike but not £15 on lights. As a responsible cyclist I feel these concerns need to be addressed this happens because unfortunately some of the lycra clad cyclists think they above the law.

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