

# **Cycling in London**

## **- An update**



**EMBARGOED UNTIL 00:01  
THURSDAY 27 FEBRUARY 2014**



**February 2014**

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## **Our update on cycling in London**

The Transport Committee has explored the Mayor and TfL's progress in improving cyclists' safety and encouraging more Londoners to cycle one year on from our report *Gearing Up? An investigation into safer cycling in London* (November 2012).

This update summarises our findings based on:

- an online survey of cyclists from November to December 2013 that received 6, 333 responses; and
- a meeting on 10 December 2013 with the Mayor's Cycling Commissioner and representatives of Transport for London (TfL), the London Cycling Campaign, British Cycling and Serco as the operator of the cycle hire scheme.

The Committee's online survey was self-selecting so it is not representative of all Londoners but it did provide a way of gathering lots of views.

For more information about our work on cycling visit:

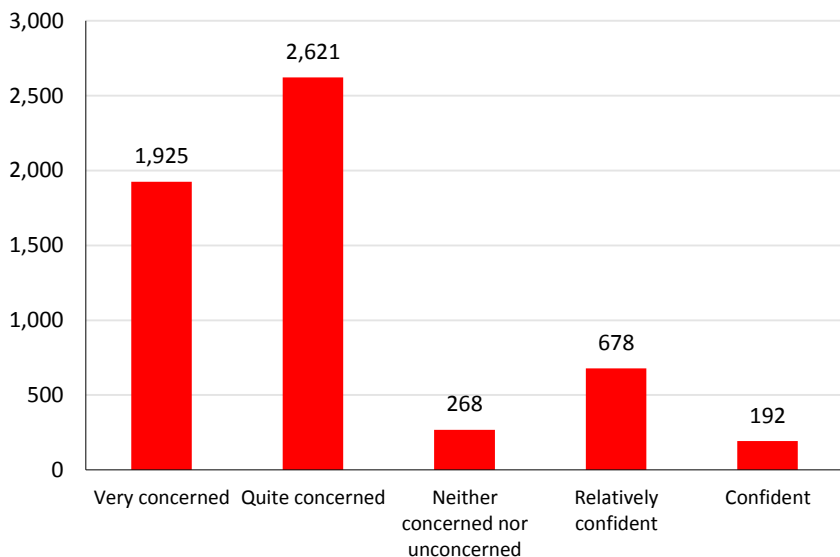
[www.london.gov.uk/mayor-assembly/london-assembly/investigations/cycle-survey](http://www.london.gov.uk/mayor-assembly/london-assembly/investigations/cycle-survey)

## **Part 1: What cyclists told us about cycling in London**

Many respondents to our survey are more concerned about their safety now than six months ago and some may be making fewer trips by bike because of these concerns.

- 80% of respondents to our survey said they were concerned about cycling in London.
- Over two-thirds (68%) said this concern had grown in the last six months.
- Over one-fifth (22%) reported making fewer journeys by bike in the last six months because of safety concerns.

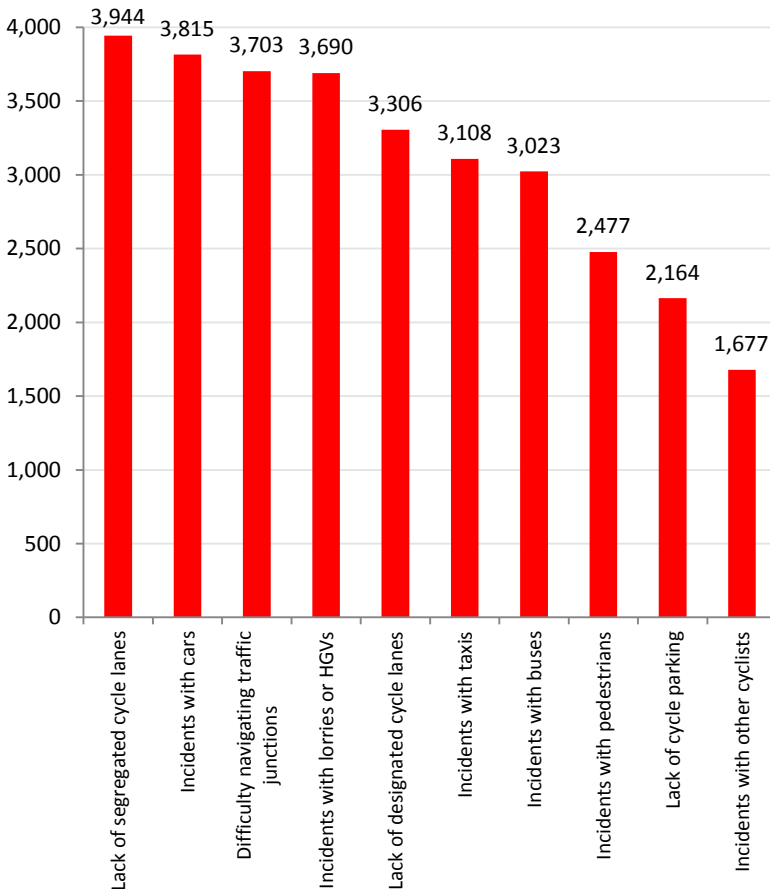
### **How do you feel about your safety when cycling in London?**



Our survey respondents were most concerned about the lack of cycling infrastructure.

- Our survey shows the single biggest factor affecting cyclists is a lack of segregated cycle lanes.
- Respondents to our survey rated better traffic junctions as the most important improvement.

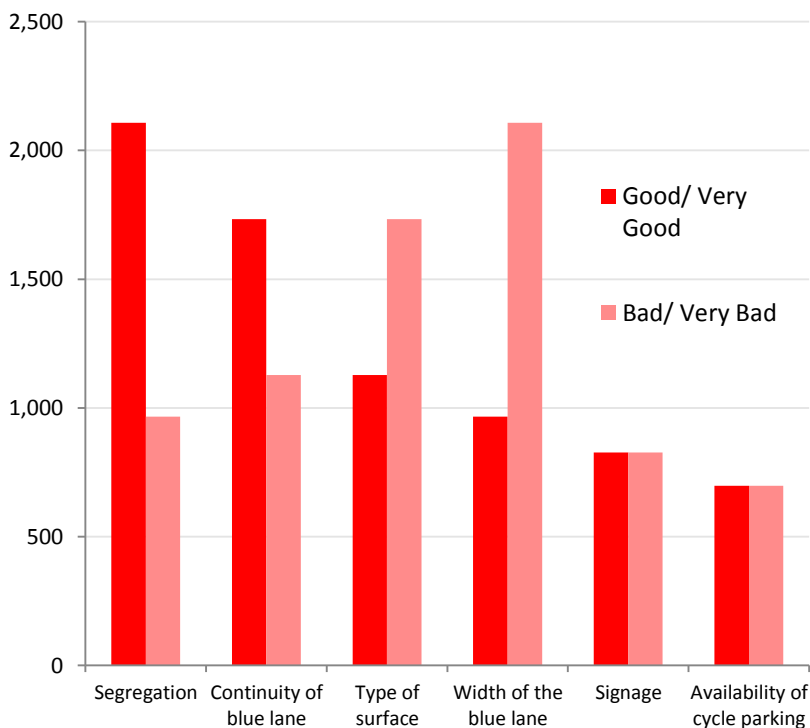
**What factors adversely affect your experience of cycling in London?**



Our survey respondents had particular concerns about the cycle superhighways.

- Over two-thirds (68%) of respondents to our survey did not feel safer using a superhighway than using another route.
- Over three-quarters (79%) of respondents thought the cycle superhighways were not respected by other road users.

**How would you rate the following features of the cycle superhighways?**

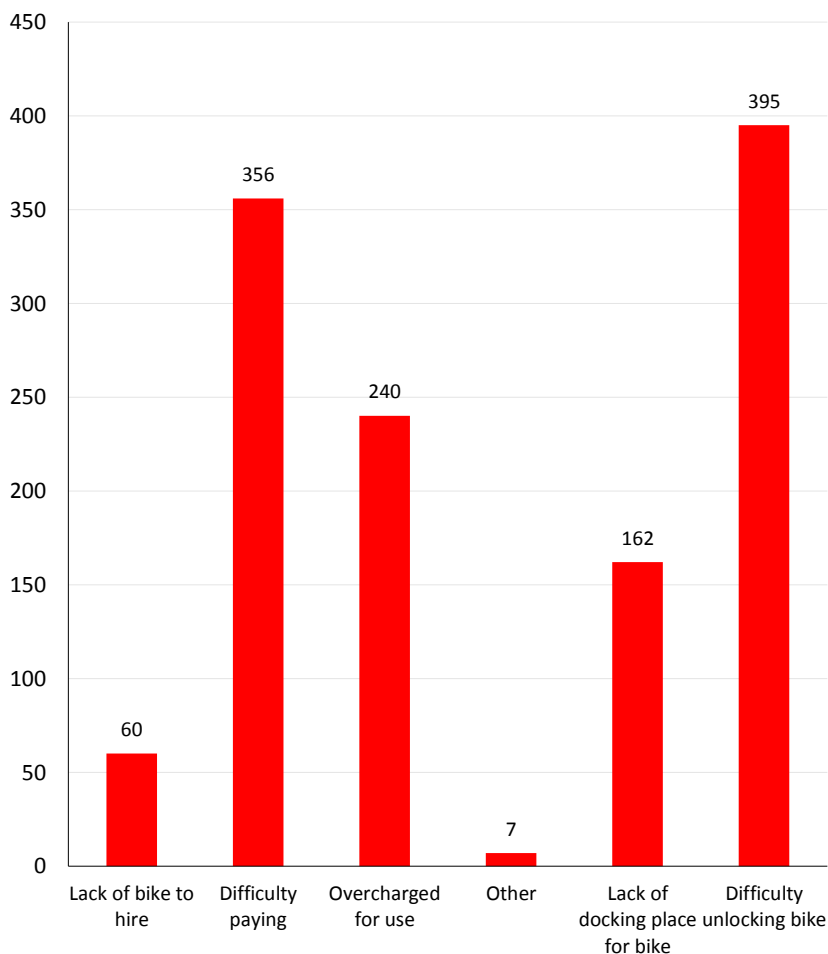


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Our survey respondents were largely positive about the cycle hire scheme but some reported difficulties.

- 60% of respondents to our survey had contacted the cycle hire support centre.

**What was the reason for contacting the cycle hire support centre?**



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## A sample of what survey respondents told us about cycling in London

*The only solution to London's cycling problems is to bring in segregated cycle ways without any further delay.*

The cycle lanes are pretty useless in general, squashed between parked cars (opening their doors without looking) and buses passing by; that's why there is a need for segregated lanes.

*Cyclists are by no means innocent on the road but I have found that lorries and cars in no way respect cyclists. Just this morning I nearly got run over when changing lanes at Kennington, I was signalling with my arm to cross but luckily I turned around just before I crossed over to the cycle lane as the car behind me was not stopping and actually over took and cut across me.*

I feel extremely unsafe when navigating large junctions in London (Aldgate East/Old Street roundabout etc) even though I am following all the rules, Highway Code etc. and staying visible with lights and high-vis clothing. These junctions should be redesigned with separate traffic lights for cyclists.

Some people do not appreciate how terrifying it can be when cycling through London on a bike, and how cars, lorries and buses come thundering past without leaving enough space.

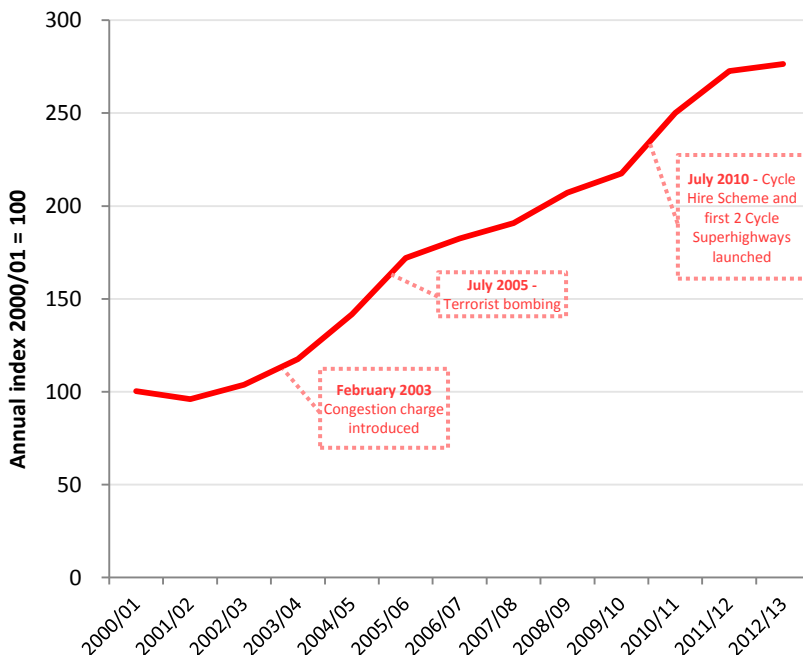
The most dangerous places are complicated junctions where cyclists have to cross multiple lanes to either turn right or continue.

## Part 2: What the data show about cycling in London

### Has cycling increased in London?

- Cycling on TfL's road network grew one per cent between 2011 and 2012 compared to 15 per cent between 2010 and 2011.
- The Mayor's Cycling Commissioner told us almost a quarter of people who take up cycling stop cycling within a year. The biggest factor causing people to stop cycling is concern about safety.

### Trends in cycle flows on TfL's road network (TLRN) – annualised index

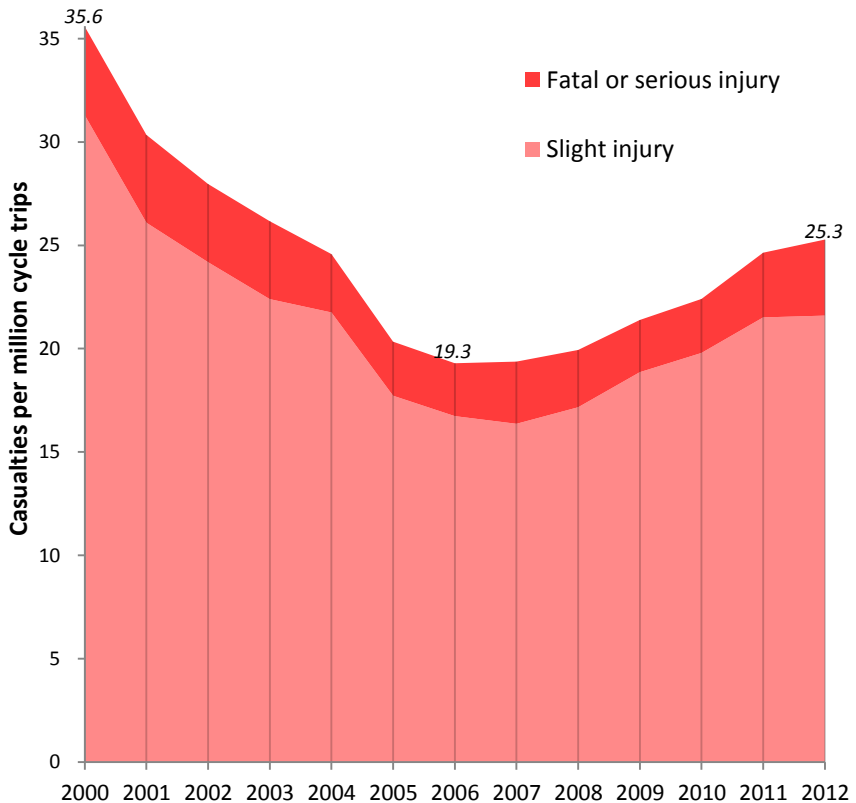




## Has it got safer to cycle in London?

- Cyclist casualty rates fell by 46 per cent between 2000 and 2006 but have risen every year since then. In 2012 there were 25 casualties for every million cycle trips compared to 19 in 2006.

### Casualties per million cycle trips in London 2000-2012

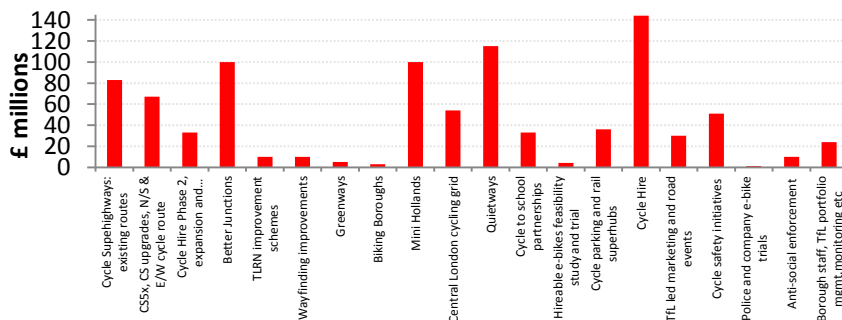


## Part 3: What we think about the Mayor and TfL's actions to improve cycling

### The Mayor's Vision for Cycling and additional funding

- We welcome the proposals to improve cyclists' safety and invest more in cycling.
- **But** it is taking the Mayor and TfL longer than we would like to deliver the proposed improvements. They need to explain fully why these delays in delivery are necessary or desirable.
- Investment plans have been delayed and TfL expects to underspend its cycling budget for 2013/14 by £38 million (34 per cent). TfL also underspent on cycling in 2012/13.
- TfL now expects the cycle superhighways programme to require up to £50 million of additional funding to deliver the quality required. TfL needs to explain how it will meet this shortfall in funding.

### TfL's allocation of £913 million of funding for cycling between 2012/13 – 2021/22



## **Our views on the proposed improvements to the cycle superhighways**

- Cyclists shouldn't have to wait until 2016 for the delivery of improvements to the existing cycle superhighways (CS).

### **The Cycle Superhighway programme – past, present and future**

The original plan	<ul style="list-style-type: none"><li>• 12 cycle superhighways</li></ul>	To be delivered by 2015
The cycle superhighways delivered to date	<ul style="list-style-type: none"><li>• First two routes (CS3 and CS7)</li></ul>	Completed in 2010
	<ul style="list-style-type: none"><li>• Next two routes (CS2 and CS8)</li></ul>	Completed in 2011
	<ul style="list-style-type: none"><li>• Preparatory work on CS5 and an extension of CS2</li></ul>	Completed in 2013
The future plan	<ul style="list-style-type: none"><li>• Upgrade existing cycle superhighways</li><li>• Deliver 8 new cycle superhighways</li><li>• East/west cycle superhighway</li><li>• North/south cycle superhighway</li></ul> <p>The Cycling Commissioner told us roughly 50 per cent of the cycle superhighways would be fully segregated and 20 per cent semi-segregated.</p>	By 2016

## **Our views on proposed improvements to traffic junctions**

- Cyclists shouldn't have to wait until 2016 for improvements to traffic junctions at 'core' locations.

### **The Better Junction review and programme – past, present and future**

November 2011	The Mayor calls on TfL to 'review' 500 junctions including all junctions on the existing cycle superhighways
20 July 2012	TfL announces a priority list of 'top 100' junctions for improvement. TfL says 50 junctions will be improved by 2013 with 35 of these junctions from the list of 'top 100' junctions and 15 from the remaining 400 junctions.
March 2013	The Mayor's Vision for Cycling reports that the Better Junction review has lacked resources and focus and increases the budget for this initiative to £100 million.
December 2013	The Cycling Commissioner tells us of progress to date on the revised Better Junction review: a design for one junction (Elephant and Castle) has been published for consultation and a design for a second junction (Vauxhall) is to be published shortly. He says a full list of 33 junctions to be improved will be published in early 2014.
January 2014	The Mayor reports alterations have been delivered at 11 of the junctions reviewed by TfL's Design Review Group since 2012 including at Waterloo and Bow roundabouts.
February 2014	TfL reports: <ul style="list-style-type: none"><li>• The Better Junctions programme now comprises 33 junctions (18 'core' locations and 15 already covered within existing programmes); and</li><li>• Improvements are to be delivered at 10 of the 18</li></ul>

‘core’ locations by 2016 and at the remaining eight locations between 2016 and 2022.

## **Our views on proposed improvements to Heavy Goods Vehicles (HGVs) and road safety enforcement**

- We welcome TfL and London Councils’ recent announcement to combine powers to deliver a ban on HGVs without cyclist safety equipment on roads.
- TfL should publish the findings of its study into a ban on lorries in peak hours to inform the debate on whether or not this measure could improve cyclists’ safety.
- We welcome Operation Safeway which saw the deployment of 2,500 police officers at 166 road junctions to improve cyclists’ safety but this increase in enforcement activity was temporary.
- The LCC and British Cycling told us there needs to be more road safety enforcement. They want all police officers trained in cyclists’ safety so all police officers can apply the rules for cyclists fairly.

## **Part 4: Conclusion - what the Mayor and TfL should do**

- One year on from our investigation, it does not seem safer to cycle in London.
- There is a shortfall between what cyclists want and what is being delivered.

### **We, therefore, recommend:**

The Mayor and TfL respond to this update with details of the further actions that they will take to improve cycling urgently. These should include commitment to:

1. Deliver improvements to the cycle superhighways by 2015 resulting in at least 50 per cent full segregation for cyclists or give detailed explanations as to why this is not possible;
2. Deliver improvements to at least 10 traffic junctions by 2015 or give detailed explanations as to why this is not possible;
3. Ensure a shortage of funding for high quality schemes does not lead to TfL de-scoping or abandoning the building of cycling superhighways;
4. Try and find funding over the next ten years to improve cycling in all boroughs not just the four 'Mini-Holland' boroughs and publish lessons learned from the initial four 'Mini-Hollands' including how these will inform plans to improve cycling in other boroughs;

5. Try and find funding over the next ten years to improve safety at all the junctions on TfL's priority list of 100 junctions;
6. Publish the findings from TfL's study of a ban of lorries in peak hours;
7. Publish details of the plans for more enforcement of road safety for cyclists including the evidence base on casualty reduction behind the targeted enforcement by the Metropolitan Police Service (MPS);
8. Stop underspending the cycling budget. If there is underspending on the cycling budget in one year, TfL should spend the underspend on cycling in the following year; and
9. Make short-term improvements for cyclists by summer 2014. TfL should learn from New York City's trials of paint, planter boxes and suspended parking that improved urban areas for cyclists.

## Appendix: notes on the slides

- The Committee's online survey was self-selecting so it is not representative of all Londoners but it did provide a way of gathering lots of views about cycling in London.
- Page 8: The data and graph are sourced from: Cycle Flows on the TLRN Network (annual averages)  
<http://data.london.gov.uk/datastore/package/cycle-flows-tfl-road-network>
- Page 9: The data and graph are sourced from: Casualty figures – *Pedal Cycle Collisions and Casualties in Greater London*, TfL, September 2011; *Casualties in Greater London during 2011*, TfL, June 2012; and *Casualties in Greater London during 2012*, TfL, June 2013; Cycle trips – *Travel in London Report 6*, TfL, 2013.
- Page 10: The data and graph are sourced from: *Year-on-year deliverables: Draft TfL Capital Programme – December 2013 Plan*, TfL, January 2014.
- Page 11: The table draws on information from the report to TfL Board, *Cycling Vision Portfolio*, Appendix 4, 5 February 2014 and the transcript of Transport Committee's meeting on 10 December 2013, p20.
- Page 12: The table draws on information from: TfL press release, 20 July 2012; report to TfL Board, *Cycling Vision Portfolio*, Appendix 5, 5 February 2014; the transcript of Transport Committee's meeting on 10 December 2013, p27; and Mayor's answer to Jenny Jones AM MQT Question 2014/0049, 29 January 2014.
- Page 13: The points are sourced from the transcript of the Transport Committee's meeting on 10 December 2013, p39 and the Mayor's press release, 30 January 2014.