

## **Submissions from the public for the Transport Committee's investigation into cycling in London**

This document contains tweets and emails received from members of the public on cycling in London.

The submissions have been grouped by themes: however, please note that many emails contain information relevant to a number of themes.

Submissions from stakeholder organisations will be published with the final report in the autumn.

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# 1. Changing road junctions and traffic regulations to benefit cyclists

## Tweets:

- I'm pretty sure being able to legally turn left at red lights would help to reduce collisions at intersections
  - Allow cyclists to turn left at red lights. Easing cycle/car congestion and accidents at busy junctions
  - I'd also suggest "green wave" traffic light sequencing
  - Why new 1-way at Midland Road NW1? Now murderous death trap for cyclists, but only way to avoid Kings Cross death trap
  - Most one-way streets exist to regulate congestion from cars. I'd suggest changing the law to make them two-way for cyclists
  - We have cyclists able to go 2 ways on one way streets in Belgium works perfectly
  - Roadworks often don't take into account cyclists, so force us into dangerous situations
  - Any junction where you have to pull out across lanes of fast-flowing traffic just becomes a barrier
- 

Hello

Most cyclists who are killed are stuck at the lights next to a lorry which then turns left over them.

It would be safer if red lights meant 'give way' for cyclists like in Paris or Amsterdam.

Matt

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I am writing to you to let you know my thoughts on cycling safety in London. I commute from Merton to central London and back regularly (3 times a week). I am a parent of 2 children (11 and 13 years old).

A bit about my background. I would class myself as a confident but cautious cyclist. I have been commuting for over a decade. I've refined my commuting route over some years to use the least heavily-trafficked roads, and as a consequence it is considerably longer (11.5 miles) than the most direct route (9 miles). In terms of training, I am an experienced motorist and motorcyclist, I've done the Institute of Advanced Motorcyclists training and read Cyclecraft (the Bikeability manual), although I've not had any cycle-specific training since Cycling Proficiency many years ago.

In general my experience of cycling in London is that it requires an extremely high level of skill in order to be able to anticipate and deal with hazards, both features of the highway and other road users. I have found that London's roads are simply not designed with cyclists in mind - and that includes roads that are designated as LCN cycle routes. Highway design often incorporates features where the effect on cyclist safety has either been ignored or not properly assessed. Road narrowings can be formed by combinations of features such as car parking bays, chicanes, pedestrian refuges, kerb buildouts, and so on. These present a particular - and very common - hazard. Many motorists don't anticipate very far in advance, and will often attempt to overtake a cyclist only to see - too late - that a traffic island will force them into a collision course with the cyclist. Speed cushions - that is to say road humps with a split design - both distract drivers and encourage them to take a road position that aligns their wheels with the channels between the cushions, thus avoiding the need to slow down, but endangering cyclists. It is no

exaggeration to say that many 'traffic calming' features may make the roads safer for pedestrians, but actually make them more dangerous for cyclists, by creating 'pinch points', narrowing the carriageway, distracting drivers and bringing cyclists and motorists into conflict.

Another problem is sight-lines at minor junctions - often there is car parking right up to a junction, which puts cyclists at risk from drivers who cannot see properly into the junction and are gambling on the assumption that their way is clear.

There are issues with the LCN 'quiet' routes. These are often very complex to navigate and poorly signposted. The junction priority is usually against you on these routes: even at quiet junctions, no attempt is made to give cyclists the right of way, which makes the routes slow. My chief gripe about the 'quiet' routes is the way some motorists assume that they have the right to overtake even on the narrowest of roads. I have had a number of near misses caused by this.

I have used the Cycle Superhighways, both CSH7 and CSH8. While they provide some advantages in terms of reserving a cycle lane that is relatively clear of vehicles, they have a very high number of hazards. The chief problem in my experience is the smaller side-roads. Because the lane puts cyclists left of the general traffic, this creates the potential for left-hook collisions where a motor turns left into a side-road across the path of a cycle. Another very real risk is that a driver attempting a right-turn from the major road into a side-road has a very poor sight-line into the cycle lane. At busy times the opportunities for such traffic to execute a right-turn are few and far between, and the result is that a driver may see what they think is an adequate gap, accelerate into it, and discover too late that they couldn't see the cycle lane was clear. Major junctions also have serious safety issues, which are well-documented. Perhaps the worst feature of the CSHs is that the operating hours of parking and bus lane restrictions end at 7 PM. I quite often don't leave the office until 6:30PM or later, so I'm commuting after 7PM, and I have to deal with a route that is a lot more dangerous just as it's getting dark.

The TfL road network suffers from a number of problems. The issues with the CSHs are common to other TfL roads. The biggest problem in terms of safety must be the state of major junctions like Parliament Square, Trafalgar Square, and most of the junctions at the central London bridges. Almost without exception, these have no safety features for cyclists, and require a very high level of skill and bravery to negotiate. At Trafalgar Square, the advance stop lines are usually occupied by motor vehicles. Approaching the junction from the Mall, it is quite often impossible to get in front of the motor traffic, which means you are forced to the left of the general traffic -dangerous if you want to continue east up The Strand, because you have to somehow negotiate across five lanes of traffic. The casualty statistics at these junctions tell their own story. In addition to the junctions, there is a general problem that there is no attempt to build a continuous level of provision for cyclists, and as a result we see cycle lanes that cease to exist just when you need them most, or contain random parking bays.

My children's opportunities for cycling are very limited. Although we live in a quiet residential area with a 20MPH limit, the reality is there is a large amount of through-traffic, much of it travelling considerably over the speed limit and behaving in a way that gives no consideration to the fact that there may be young pedestrians or cyclists around. My son visits a tennis club which is less than 1KM away along 20MPH residential roads, but as parents we don't have the confidence to allow him to cycle. I'll illustrate why. About a year ago, my wife took both our children to Wimbledon Park by bike, which is a journey of about 2 miles along LCN 'quiet' cycle routes. She returned home white-faced and shaking with fear and anger at the way a number of motorists had acted: overtaking at speed leaving no room for error, putting the children in danger.

It's my belief based on my experiences that no amount of training or encouragement will get significant numbers of people cycling because conditions both on 'official' cycle routes and on the roads system in general are simply too hostile. Too hostile for parents to trust their children to cycle, and too hostile for a lot of adults to try cycling. While most motorists are considerate and reasonably patient, there are enough

distracted, inconsiderate or sometimes downright reckless drivers to make the roads very intimidating. Put simply, there is no general expectation for motorists to behave any differently in residential areas or on cycle routes than on any other road. Motorists in general don't feel any obligation to moderate their speed, give cyclists any more room, give way to cyclists, avoid overtakes, or consider that there may be children or inexperienced cyclists who may be endangered by fast-moving traffic. I do not make this statement as a judgement on motorists: the rules of the road are the same on all roads, and enforcement is hardly rigorous. We are not giving any signals to people that better, more considerate driver behaviour is expected on cycle routes. We have allowed a culture on the roads to develop where many people regard the carriageway as the domain of motor vehicles, and regard speed limits and the ban on mobile phone use as optional. The general expectation is that it's up to cyclists to look out for themselves, and the risk is on them if they choose to enter that domain.

Furthermore, many cycle routes have a significant amount of traffic. As I noted above, the 'traffic calming' installed on such roads often actually increases the intimidation level for cyclists rather than reducing it. As a result, cyclists don't have any more expectation of safety on a cycle route than they do anywhere else on the road network - and that expectation is pretty low. While there are some good-quality off-carriageway routes, such routes usually end short of people's destinations, and they are required to use roads with significant traffic levels and speeds to get to their journey's end-point.

It is my belief that we've spent a very considerable amount of money over the last decade or so developing cycle infrastructure, but it has neither delivered a network that feels safe or broadened the appeal of cycling beyond a hard-core of dedicated riders. It's time we adopted solutions that have a track record of success elsewhere in Europe.

Yours sincerely,

Jim Wagner.

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Dear Jo,

This is a personal submission to the London Assembly's consultation on cycling.  
([http://www.london.gov.uk/sites/default/files/Cycling%20in%20London%20scoping%20paper.pdf\\_0.pdf](http://www.london.gov.uk/sites/default/files/Cycling%20in%20London%20scoping%20paper.pdf_0.pdf))

I'm a father of two, living in Richmond. My children are 2 and nearly 4. Every day I take them on my bike to nursery, and then I either take the train to work, or cycle to Vauxhall.

There are a lot of primary schools nearby me. Not a single one has a traffic free route along which I can cycle all the way, and some don't even have wide enough pavements for me to cycle on with a child on the bike. I break the law every single day I get on my bike with children, and I break it every time I pull away early from traffic lights in place like Wandsworth and on the main roads to Vauxhall, so that I can establish a safe road position against the four lanes of traffic behind me.

Almost every time I read about cycling, it's to hear about cyclists feeling in danger, people not cycling because they perceive it to be dangerous, or about some horrific accident which leaves someone dead or in hospital. And then I look at the world outside the UK - to Copenhagen, Amsterdam, New York, or even Paris. All of these places realise, to one extent or another, that cyclists don't want to fight for road space with cars and HGVs anymore than drivers want to worry about cyclists trying to get somewhere.

Our current system starts from the premise that it is appropriate and safe for everyone to share the roads. Last week I saw a nine year old boy, on his own, cycling on the South Circular. I never want my children to have to do this to be able to cycle to school, and I'm horrified that we still think this is acceptable. London, in my opinion, needs dedicated, high quality infrastructure to support mass cycling. We should be aiming for half of all trips in the capital to happen on a bicycle, and we should be aiming to build the infrastructure that supports that. If this means inconveniencing cars, then so be it: encouraging more people to cycle not only improves the health of those cycling, but it reduces congestion for others.

Please consider how London really can be a great cycling city for everyone, young and old, able-bodied and less so, and take the focus away from prioritising smooth traffic flow for cars and trucks over all other modes of transport.

Sincerely,

Tim Lennon.

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Hi, I hope to keep this brief and to the point.

Background on myself. I have lived and worked in London for 9 years, I have cycled in London for 7 of those. I am now a father and am becoming more and more concerned that as my daughter grows up, she will not have the freedom of movement that a bicycle affords a child due to the poor conditions of our countries roads for safe cycle transport.

The problems all stem from a simple single problem, over the last 50 years, the road network has been gradually transformed from a network for people into a network for the motor car, to the expense of pedestrians and cyclists.

The solution. The redistribution of road space. The removal of pointlessly wide roads and super wide pavements and the introduction of dedicated cycleways. There are lots of multi-lane roads in London that the inside lane is hardly ever used, or is just used for parking or stopping or loading. Give the space to cyclists.

The how. Start with the junctions. They are where conflict occurs and where cyclists die most often. And we're not talking about tweaking around the edges, junction design needs a total overhaul. We're talking dedicated light phases to separate traffic moving in different directions from each other in time as well as space. On the approach to the junction, a curb separated cycleway begins smoothly from the roadway. Straight on vehicles (cars, bikes and pedestrians) all get a green together. Then straight on is halted at red while right and left turns occur. Simple. Look at how the Dutch do it, they have already answered all the questions.

Oh, and get councillors, politicians, and road engineers out on bikes. Why not make it so that all official borough business must be done on foot, by public transport, or bicycle. And make bicycles available to council workers, cargo bikes instead of vans, bikes instead of cars. Then they'll soon find out what needs to be changed. If you want people on bikes, you need to put the people with the power on bikes (and I'm not talking about Boris).

Thanks.

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Dear Caroline Pidgeon

I was not able to attend today but I have watched the proceedings via webcast. Had I been there I would have made the following points in relation to cycle safety and getting more people cycling. I hope you will be able to take these points into account in your report and recommendations to the Mayor and to TfL.

My background: I have been a LCC member since 1990 and was the Merton LCC borough co-ordinator for 16 years. I'm presently working at Hammersmith & Fulham Council, fairly closely with Chris Bainbridge as it happens. My current responsibilities include working with all the schools in the borough on their travel plans - so getting more children to walk and cycle to school. I have also implemented a [changing places scheme](#) where we get lorry drivers riding bikes and cyclists sitting in lorry cabs. The training we developed for lorry drivers (working with the FORS unit in TfL) is now driver CPC accredited.

In response to the single thing I would do to both improve road safety, cut the KSIs and get more people of all ages and backgrounds cycling is to make much wider use of 20mph limits. This is already starting to happen in some UK cities such as Hull and Portsmouth, with good safety gains reported. 30kph (18mph) limits are becoming widespread across many continental European towns and cities. The benefits I think for London would be far ranging, including:

- First and foremost, a huge impact on KSIs. There would be fewer crashes, and crash severity would be cut. A cyclist's or pedestrian's chances of surviving a crash with a car at 20mph impact are around 95%, because the human body has evolved to withstand that sort of impact (it is the speed of a top 100m sprinter). The odds fall to around 50% at 30mph, and to around 5% at 40mph - and of course surviving such a high speed crash will usually result in life-changing injuries like brain damage and paralysis.
- So we should design our streets and neighbourhoods for speeds in the recognition that collisions will continue to happen because humans make errors - children will always run out into the street after their footballs. Older people may have poor eyesight and hearing and be less aware of traffic as they try to cross the road. Some people, some of the time, will be drunk. These people do not deserve to die for these typically human and predictable errors in a civilised society.
- Cycling and walking will be much more attractive options for local journeys where motor traffic is seen to be tamed - so it will be much easier to persuade people to try cycling.
- Evidence going back a number of years from different sources shows that levels of support from the general population (not just cyclists) for 20mph limits are high. We found this to be locally the case in Merton in 2003: [Cycling in Merton Survey, February 2003](#)
- Crashes on the road network are a major source of daily congestion in London. Fewer crashes will help smooth traffic flows and speed up journey times.
- Paradoxically, lower top speeds will actually help to improve journey times for motorists. The average speed in London by car these days is only around 12mph. The danger comes from top speeds of 30mph+. 20mph limits will help smooth traffic flows and increase average speeds which is what counts for the overall journey time.
- Accelerating to high speeds and then braking within a few hundred yards for the next junction, as is typical in London, is incredibly wasteful of fuel, as well as clutch and brake linings. Both of these contribute to poor air quality. 20mph and smoother traffic flows with less acceleration and braking will help to improve air quality.
- There will be less need for expensive engineering and segregation-type solutions if the motor traffic can be tamed. Cyclists only need segregation from high speed motor traffic. Surely it is better to tackle the root cause, and cut the speed and the danger, rather than accept the danger exists and apply expensive engineering to move the pesky cyclists out of the way so that car drivers can continue to drive at inappropriately high speeds in London?
- The costs of implementing widespread use of lower speed limits will be far lower than the widespread engineering required to deliver hundreds, if not thousands, of miles of segregated routes.

- 20mph should be the new normal limit by default on almost all London streets, with exceptions for major arterial and strategic routes where there may well be a strong case for segregation.
- A colleague in the London Cycling Campaign produced this useful one-page summary of [Why London needs a 20mph limit](#)

A practical way to move forward on the 20mph agenda is to start to fit speed-limiters in the TfL fleet, eg buses and taxis, and provide encouragement and funding for the borough councils to similarly equip their fleets. This significant portion of London's traffic would slow down all the private traffic and open up the market to drivers to voluntarily fit speed-limiters in their own cars. Lower insurance premiums would be the market reaction and incentive for drivers to do this. Down the line all new cars would be fitted with speed limiters. Variable speed-limiters are already available and work by GPS so the vehicle "knows" where it is and can never exceed the speed limit. A further spin-off benefit from this would be the utter futility of owning super fast sporty cars capable of ridiculous top speeds, and the market and manufacturers would shift their R&D towards higher demand and supply of smaller, lighter, much more fuel-efficient cars specifically designed for cruising at 20mph.

So much for lower speeds which I think will go a great way towards around the halving of KSIs. To tackle the other half, we need to look at junctions, where most KSIs happen, often at lower speeds than the speed limit, and very often as was well-aided this morning, involving lorries.

As stated above I am working with lorry drivers and cyclists in Hammersmith & Fulham to educate both about the needs of each other. We have developed a driver CPC accredited course, which means that any lorry driver completing our course has done 7 of the 35 hours driver CPC training that all professional lorry drivers in Europe must do by September 2014. In H&F we have trained a few hundred drivers, and we have also seen thousands of cyclists at roadside events to draw their attention to the dangers of cycling in the wrong place around big lorries. However we now need to be much more ambitious. Our objective should be to reach every lorry driver working in London, and every cyclist. The campaign needs a huge media boost, and resources to match. The resources will still be a relatively small share of the TfL budget, but they must be boosted if we really want to start bringing down the level of lorry/cyclist KSIs.

In H&F, my budget for the lorry/cyclist safety initiative this year is £15,000. For that, in theory, I can train around 200 lorry drivers and put on 10 roadside events for cyclists. We are giving the course away for free to any lorry driver who works in our borough or either of our partner boroughs (K&C and Westminster). The commercial value of the course would be around £100. And yet I cannot fill my courses! Tragically I have had to cancel 4 of my 7 planned courses so far this year because the drivers are not coming forward. This is because there has been no serious media campaign to publicise what we are doing. I am now beginning to divert some of my meagre resources into putting adverts in truckers' magazines just to generate some interest and bring in the punters. Given that a handful of other boroughs are also providing this training, and we worked with TfL to develop it and still enjoy their support and part-funding, I have argued that TfL should spearhead the media campaign that would bring our great offer to the attention of lorry drivers and fleet managers. So I would also appeal to your committee to put this recommendation to the Mayor and to TfL in your report.

I hope this is a useful input.

Yours sincerely  
Richard Evans

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While I am pleased to see you challenge the Mayor's Office and TfL on their failure to improve conditions for London's pedestrians and cyclists, I cannot understand why yet another enquiry is needed. There is

ample evidence for action. The latest cycling deaths are yet another reminder that this is an urgent problem.

The case for prioritising walking and cycling over car travel has been made several times over. It is clear that improved infrastructure is key and easily achievable in London. The Times, LCC and others have set out the solutions.

New York, Chicago and many European cities have shown what can be done with committed and enlightened leadership. Here in London, everyone knows what they need to do, and yet they don't do it. I would like to know what the Mayor, TfL and our MPs are waiting for. How much worse do things have to get before they stop obfuscating the issues and do something?

Ruth Pates,

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As a regular daily commuter cyclist - Waterloo to Aldgate. I have to voice a serious complaint about the road changes for cyclists

TfL, The Mayor, Lococ need to seriously look at the temporary closures on Lower Thames Street during 2012 London Olympics. I'm sure there are other similar closures of cycle lanes as well with the same restrictions just as worthy of review.

Taping over the lane with black tape as you run up to Tower Hill is just plain dangerous. This is on a bend where lorries, vans, mini cabs (Addison Lee are the worst) will cut the corner now that the lane has been removed. There are safely barriers for pedestrians so no exit for cyclists in event of any errant drivers squeezing on their road space.

Please review the policy of these closures before someone is killed or seriously injured. Whilst a cycle lane offers no real protection without proper kerb segregation (Southwark Bridge being a perfect example of what should be in place on all main routes) they do clearly act as a highly visual guide to make motorists aware cyclists will be on the road beside them and need some space, White lines and cycle decals on the road are better than nothing at all!

For the Major to be promoting cycling during the Olympics as a way of getting round London and Lococ/TfL and to be removing the very cycle lanes needed to help protect cyclists is plan madness without even the imposition of temporary 20MPH speed limits enforced by temporary speed cameras.

Making it safe again is easily sorted. REMOVE THE BLACK TAPE before the Olympics start. Cyclists need clear segregation from other road users.

I look forward to your response.

Thanks

**John Latimer** |

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I wrote to the Mayor on June 18th raising concerns about cycle safety in London, making some suggestions for improvements and asking for political commitment to improvement.

I believe that a good way of participating in democracy is writing to elected politicians and engaging in debate about issues of concern.

I am disappointed that the Mayor has not responded to my letter and can only conclude that he is not interested in the concerns I raised; nor in being courteous nor in the accountability of politicians to tax payers and the electorate.

In addition to writing to the Mayor I wrote to the GLA Transport Committee who were canvassing for opinions and suggestions re: cycling safety. I have not heard back from them either.

This email is cced to my MP Jim Dowd and Catherine West Chair of London Councils TEC.

I still hope that the Mayor will reply and tell me how he intends to address the issues I raised.  
Yours Tim Brogden

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Dear Mayor Johnson - I am surprised that I've not received a response to my letter of 18th June and am interested to hear your response to the issues contained in the letter.

I want to add that I am painfully aware of a further hazard to cyclists having been thrown from my bike after getting the front wheel lodged in a pothole in Brixton this week. Poorly maintained roads are a hazard for motorists but can be lethal for cyclists. I am extensively bruised and grazed but very glad that my injuries were not worse.

I look forward to hearing from you soon, yours Tim Brogden

Dear Mayor Johnson

June 18<sup>th</sup> 2012

When you recently said at Mayor's Question Time that cyclists were to blame for 62 per cent of serious accidents involving bikes you allied yourself with the pathetic discourse that underlies much of the political stagnation relating to cycling policy in London.

17 cyclists died last year on London's roads as a result of political complacency and the lack of a clear pan-London cycling policy on safety and infrastructure.

I love cycling and cycle to work daily from Crystal Palace to Kings Cross and the situation on London's roads for cyclists in my opinion has deteriorated over the last few years. Cycling in London is now an appalling, stressful and dangerous experience. I feel that little has been done over the last few years to increase the safety of cyclists. The 'superhighways' would be a joke if they weren't so dangerous.

One clear option would be to invest in segregated cycle paths. On my 17km journey to work I come across only 2 very short sections of segregated cycle paths; 1 across part of Southwark Bridge and the other in Percival Street in Islington. Separating cyclists from motor vehicles would not only save lives and injury but by increasing safety lead to increased cycling, which clearly has many benefits.

Last week 3 events made my journey more unpleasant than usual and whilst these types of incident are common, none are related to any road rule breaking on my part. The first involved indicating and moving out from the left hand side of the road to overtake a stationary van. I was met with abuse and intimidation from a car driver behind me.

The second involved a van turning left across my path without indicating as I cycled forward from the traffic lights at the end of Southwark Bridge. Finally on London Bridge a bus accelerated to overtake me and then turned into my path and stopped dead, forcing me to emergency brake.

Abuse, intimidation and dangerous practice are all everyday occurrences for London's cyclists.

In addition better consultation might lead to improved road design. In order to turn right from Woburn Place into Russell Square a cyclist is now forced to wait in a difficult space between 2 lanes of moving traffic. Perhaps lights allowing cyclists to turn first would prevent this? I have been turning right on many recent occasions and end up being hooted at and intimidated. There are many examples of similar difficulties. Cycling through Brixton is a terrifying ordeal. You often get trapped between buses travelling alongside each other paying no regard to the vulnerable cyclist. I have seen cyclists knocked off their bikes here on several occasions. Another example is at Kennington Oval where heading towards Elephant and Castle you have to cross fast moving and impatient traffic and again heading towards Clapham in the opposite direction.

A further impediment to the acquisition by London of a positive cycling culture is the lack of provision for locking bikes. Westminster has to be the worst offender with vast stretches of the West End completely devoid of facilities.

Last year I cycled in Holland, Belgium, Germany and Denmark where people seem to have a more civilised attitude to cycling and cyclists. Cities in these countries also seem to have coherent city-wide cycling policy. London lacks both the civilised attitude and the policy. Perhaps better educational work from the GLA to inform motor vehicle drivers of the vulnerabilities of cyclists and to instil some respect for them wouldn't go amiss?

I urge you not to resort to blaming cyclists for their injury and death but to look to yourself and your fellow leaders in London to devise a coherent, cohesive pan-London strategy that addresses cycling safety, improves cycling infrastructure and educates other road users about cyclists.

I look forward to many more years of cycling and to the improvements I hope you will initiate with your colleagues.

Yours sincerely, Tim Brogden

This letter is copied to:

Catherine West, Transport and Environment Committee, London Councils  
Jim Dowd, MP for Lewisham West and Penge  
London Cycling Campaign

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I am writing to you to express my concerns about the safety of cyclists in central London. Cyclist safety is a general worry in London, but recently I've become particularly concerned about the behaviour of motorcyclists.

I'll start off with two specific examples, both of which have taken place over the last few weeks:

- A motorcyclist drew up on my right in an advance stop box, indicating left. There was time before the lights changed for me to challenge his presence in the box, and request that he didn't cut across me when the lights changed. Luckily I held back when the lights changed because he did indeed turn left across me.
- Different location, different journey. A motorcyclist drew up into an ASB beside me, too quick and too close. Again I had time to challenge his presence. he insisted he had been trained to use ASBs and that he had a right to be there.

I looked it up in the highway code later and confirmed that it's rule 178 being broken in both cases. Although those examples are both slightly unusual in that I had time to talk to the motorcyclists involved, the driving behaviour exhibited was typical in my current experience. I commute from Battersea to King's Cross regularly, using cycle superhighway 8 until I get to Lambeth Bridge. I've increasingly noticed motorcyclists using space specifically reserved for bicycles, to the extent that I now see motorcycles in ASBs on multiple occasions on every journey and motorcyclists using cycle lanes, particularly the superhighway, to undertake four wheeled traffic. At two busy junctions on CS8 (the north ends of Vauxhall and Chelsea Bridges) there are now so many motorcyclists using the ASBs that sometimes there is no room for cyclists. I have never seen a motorcyclist pulled over for such infringements.

No road user is perfect, but some are more vulnerable than others, and road design needs to take account of this. How is the London Assembly tackling these issues and how is it working to make our roads safer and easier to use for all types of user?

Yours sincerely  
Jenny Chittenden

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Many thanks for coming back to me and I am pleased to hear that this is a priority for the Met and TfL. I will be interested to hear more about your education campaign in due course (I imagine you may be a little occupied with other matters at the moment!) and in particular to see some statistics on car and motorcycle drivers penalised for infringing ASBs.

You could do worse than ask the Met to monitor CS8, including the two junctions I mentioned. Yesterday morning I saw a motorbike travel for a couple of hundred meters down the middle of the blue lane on Grosvenor Road, and yesterday evening had one revving up behind me trying to get past me in the blue lane on the same road going in the opposite direction. I'll have no choice but to cycle to work during the Olympics, and I can't say I'm looking forward to it much.

Best wishes, and thank you again for your response.

Jenny Chittenden

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I gather that as well as starting the design of CS9 (Kensington Hi.St-Hammersmith King St-Chiswick Hi.Rd) TfL are also (re-)starting the design/imp. of CS5 (an ill-conceived orbital route on narrow congested roads)

this raises some key questions :

a) what design standards are they (now) working to ? Dutch / EU ? or the v.poor sub-LCN "standard" of phase 1 and 2 ? [ see attached

b) why not **first** upgrade the dangerously substandard phase 1&2 CSHs ? we need some **good quality** exemplars a.s.a.p

c) route alignment optimisation : needs doing **first** (not detailed design) most of CS5 simply isn't viable - too much **heavy** traffic / limited width whereas CS9 does have potential - but only IF they really redesign it

d) what is now the overall plan ? best of LCN + CSH ? in a nutshell no-one wants more of the same...

please object / question

regards

Rik Andrew

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I recall you tweeted recently about cycling experiences in London, and wanted to forward the below to you re Vauxhall Cross. As a regular cyclist around it, I can vouch for how dangerous it is and I'm sure you're aware of the issue. I know there have been some improvements over time, but it still strikes me as a particularly aggressive junction, so would appreciate anything that may be able to be done in the relatively short term (I'm also aware that the longer term VNEB plans, may help to alleviate the issue)

Best wishes

Pete

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I am writing to provide my perspective on cycling in London in response to your investigation. Whilst I am an accredited National Standard Cycling Instructor and work for a London Borough to co-ordinate cycle training provision, the following views are personal to me and do not represent the views of the organisation I work for.

*What is the impact of recent cycle safety infrastructure improvements on the number of cyclists and cyclists' safety?*

I would not like to comment on increases in number of cyclists (or cycling miles travelled) until the latest modal split data (London Travel Demand Survey, 2011 Census etc) is released. Anecdotally, this question assumes that there have been infrastructure 'improvements'. Whilst data from the early CSHs I understand do show increased usage along these routes it must be stressed that the CSHs are 'wayfinding' routes and largely not 'infrastructure'. Some of these routes (I am thinking of CS3 through Tower Hamlets) do feature some useful filtered permeability aspects but I believe these sacrifice the desire for 'direct' and not just 'continuous' routes. I.e. the CSHs sections along main (and straight) roads do not feature any additional useful infrastructure and are just a lot of very expensive blue paint for wayfinding and lack any useful segregation (physical or enforceable) that offer a safety benefit.

*What are the main safety concerns of cyclists in London?*

My main concern is junctions and the potential for conflicts with faster and heavier road users. We are still at the stage where you have to be extremely confident to cycle, for example, from Newham to Tower Hamlets in the most direct route, as this involves negotiating a motorway-grade roundabout or fly-over where the average speeds routinely mock the supposed 30mph limit (you can sense something is wrong when a motorway grade fly-over is my first preference for directness/speed and slightly less potential for conflict with other road users).

*How are cyclist groups engaged in decision-making to improve cycle safety?*

Apart from a handful of boroughs (e.g. Hackney, which already benefits from high(er) modal share) I do not believe cyclists groups are engaged in any meaningful way in decision-making to improve cycle safety. At the local level, ward councillors are, in general, extremely mis/un-informed about cyclist safety, routinely referring to the need for cyclists to wear helmets as a panacea to cyclist safety and willfully acting against any attempts to improve any cycling infrastructure that would, mostly necessarily, remove some provision for either on-street car parking or motorised traffic flow. Whilst Council officers are often very well informed about good infrastructure and best practice and would certainly install better infrastructure if given the remit and freedom, I believe the majority of local councillors, and executive councillors in charge of signing-off infrastructure improvements, are actively (or ignorantly) hostile to genuinely good cycling infrastructure as this generally involves removing or displacing on-street car parking provision, road space for motorised vehicles and reduced motorised traffic speeds and perceived, though not necessarily causing, increased journey times.

*What lessons have been learnt from the introduction of the first 4 Cycle Superhighways, and how will these lessons be applied to those still to be built?*

This is beyond my remit but the one thing I would urge is a willingness to do whatever necessary to remove or displace on-street car parking/loading provision along new routes and thus be able to offer a degree of physical segregation along direct and continuous routes.

*What action is TfL taking to improve junctions following the junction review process?*

Beyond my remit.

*What lessons can be learned from national and international best practice?*

In my opinion, lessons from national and international best practice are very difficult to implement in London not because of physical, financial, or technical constraints (we can build the best cycle infrastructure in the world if we want) but a governance issue due to the unique sub-regional level governance of 33 different transport authorities and the current priority of the regional transport authority (TfL, taking its remit from the Mayor) to prioritise smoothing motor traffic flow above all other considerations. If the Mayor really wants to increase modal share then he needs to be willing to send a signal that he is willing to dedicate more of the actual road space to cyclists (not shared with faster and heavier road users). If he is not willing to make that choice then he needs to either accept increased KSIs as cycling modal share slowly increases, or revise down his cycling mode share target and explain how he is going to keep Londoners moving, improve health and increase efficiency of the transport network within the funds available.

*What priority is given to cycling in TfL's spending decisions?*

Probably not enough but even the current cycling spend we could achieve far better results if put into less but better infrastructure improvements, i.e. I would prefer to see 1 mile of good quality, wide, continuous, direct, segregated cycle lane (even if I live nowhere near it) with the knowledge that it is a start than ten miles of just blue paint.

*What are the potential impacts of underinvestment in cycle safety?*

As above, either increased KSIs as cycling share very slowly increases, or a stagnation of increase in cycling. More congestion (economic loss of extra time per journey).

*How does the cycle safety agenda fit with the Mayor's agenda to smooth traffic flow?*

It doesn't. It is largely in complete contradiction to it as long as 'traffic' does not include cyclists or pedestrians and there is no faith (or even attempts at data modelling) that modal shift will actually occur to cycling if good infrastructure is installed. i.e. 'traffic' will flow more smoothly if we have good cycling infrastructure as more people will have chosen a bike and not a less space efficient vehicle.

Thank you for conducting the investigation.

Richard Wadey

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We have many family and friends in London who cycle. More would do so if these vulnerable road users were given better provision. Many European and North American cities are now achieving great progress with getting more people on bikes by making real changes to the infrastructure. The same could be done in London if there was real vision and desire to make the necessary changes.

Too many people are frightened to cycle. Too many people travel short distances by car, when they could easily walk or cycle.

Junctions need to accommodate pedestrians and cyclists. Our roads are dominated by fast moving traffic. Cycling is a healthy activity, reduces congestion, reduces pollution and is often a quicker way to get around.

Please allocate more funding to really make London a cycling city and one that is safe for all vulnerable users,

Gia Margolis

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I cycle daily in Enfield where the system is not too bad.

What we struggle with locally is the one way systems which force us onto contra flow systems where the traffic builds up.

The advanced stop lines are a great help only if the cycle lane next to them is left open so we can get to the front. It seems nothing is being done to educate drivers to leave these areas clear for cyclist.

We also locally get lots of cars parked in the cycle lanes. Nothing seems to be done to fine/remove these vehicles.

In central London the signage could be better with say a different colour sign board for cyclist at junctions and roundabouts as many of our directional needs are more local. A sign to say 'Brighton' at a junction is no use if we are only traveling to Spitalfields!

Julian Smith

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I am writing to provide feedback on the topic of cycling in London, which I hope you will take into account during the London Assembly's current investigation into the subject. I am a male London resident, aged 35, living in postcode area W3 and working in IT in the City of London.

Since arriving in London at the beginning of 2008, there has clearly been a large change in cycling in the city. Much more prominence has been given to the subject, and much has been made of the efforts undertaken by the authorities to improve facilities for cyclists. I have directly benefited from some of those. I am a semi-regular user and annual member of the Cycle Hire scheme (I was previously using it every day as a "final leg" journey from the tube but having changed office locations it's no longer necessary, and I currently use it once a week on average around central London) and the scheme is largely responsible for an increasing level of cycling in my daily life.

I have a different perspective of many who ride in London, having spent the 3.5 years prior to my move to London living in Amsterdam in the Netherlands. Prior to that I lived in Australia where I hadn't cycled since starting to drive at age 17 (which also coincided with the introduction of mandatory helmet laws). Living in the Netherlands reintroduced me to cycling and by the time I left I viewed it as a normal mode of transport used by virtually everybody.

Despite that, I did not cycle immediately on arrival in London, as the road/cycle network was obviously vastly different from that to which I had become accustomed in the Netherlands and I was rather terrified. I remember seeing the contra-flow cycle lane on King Street in Hammersmith for the first time and being amazed at how narrow and dangerous it was. The fact that I now consider it a welcome piece of "high quality" infrastructure says a lot about my altered expectations.

Due to the introduction of the cycle hire scheme I started to cycle more and more, and now ride my own bike to and from the tube every day (to shorten my commute) and around my local area for shopping etc. Our household does not own a car and my girlfriend and I both rely on our bikes for local transport, and bus/tube for longer distances. We get our groceries delivered and have no need for a vehicle.

I have a large set of concerns about cycling in London, and the steps being taken to improve things:

### **Infrastructure generally**

I realise that there are debates about how necessary cycling infrastructure is, but I ask only that people think in terms of the very young, the elderly, the unfit, the "normal" when looking at this. Having lived in a society where neither a 70yo nor an unaccompanied 7yo on a bike was worth a second glance, and realising now how lucky they were to have that freedom thanks to the safe infrastructure around them, I could not possibly be MORE in favour of safe, segregated cycle infrastructure.

### **Junctions vs networks**

While the focus on junction safety is welcome and important, it is actually a symptom of the largest issue with cycling in London: it is rarely seen as a topic in its own right during planning. A proper plan for a city-wide set of major cycle routes is badly needed, in the same way that roads are planned in the knowledge that they are CONNECTED with other roads. I know that such a thing already exists, but these routes are largely theoretical, and even if you can follow the signs they are mostly impractical or unpleasant to use.

This set of routes needs to be outlined and agreed with all parties as a first step. It is not necessary for every route to be built immediately, but the emphasis MUST be on creating high quality routes that link places where people actually want to go. Adding 200m of cycle path to a random road, or adding cycle traffic lights or ASLs at a few random junctions is not going to increase cycling in London. I would much prefer to see a single 3 mile high quality route which might be useful to people, than 5 individual junction treatments and a few painted lines all in different places to fix specific spot issues. These routes should be segregated, of a high standard, and should be on main roads to provide direct connections for cyclists.

Obviously the planned network should include segments to and from stations and educational facilities, and it would make sense to implement those first. And not just to NEAR the destinations, but TO the destinations, from far enough way that they are worth using.

### **Cycle Superhighways**

The Cycle Superhighways are largely disappointing except as a marketing tool (for which they definitely have value). I was a big fan of the idea but from the perspective of somebody who previously lived in the Netherlands, the implementation has been atrocious and I have very low expectations of CS9 which I could potentially use to commute into central London when it's built.

One of the (from a user's perspective) craziest issues is the fact that they stop far too early. CS9 will lead me to Trafalgar Square. I can already get to Trafalgar Square through back streets and the parks (obviously a more direct route would be great) but the real barrier for me is crossing central London. I know there are a myriad of political issues to solve, but stopping the superhighways short of where people actually need to go devalues them enormously.

I really hope that CS9 will break the mould and be a real segregated route on which everybody – young and old – can feel safe.

### **Cycling and the law**

There are major issues with the way that cyclists are treated by the police and legal system in the UK. I have some personal experience with this: my partner was involved in a collision in Chiswick where she was knocked off her bike by a vehicle. The vehicle was clearly in the wrong and the driver admitted that he hadn't seen her. The driver helped her at first, and then said he was going to park his vehicle but simply drove off. Despite my partner having noted the registration of the vehicle, the police did very little and were apparently unable to pursue it further as there were no witnesses. If that driver had knocked over a pedestrian and then driven off would it have been treated so lightly? I hope not and I find it hard to believe that it would.

The sentencing of those causing deaths of cyclists and pedestrians is sometimes simply shocking. "I didn't see them" should simply not be accepted as a valid defence for running somebody over. The outcome of the case of Daniel Cox, where the driver deliberately drove into the box designed to protect cyclists from left-turning vehicles, and then turned left killing him, is unbelievable.

### **Traffic levels, flow and prioritisation**

The crux of it all. Does London really want to be a city in which cars are prioritised? It is really necessary for it to be this way?

In my view it is not. London is growing and getting people OUT of their cars must be a crucial part of the city's response to that growth. I cannot understand why the authorities predict massive traffic growth rather than actively ensuring that it doesn't happen. It's time for motorised transport to be degraded in priority, for the long-term health of the city. We need to start this now or London will grind to a halt (even more so) as the population increases.

Further, the improved health and air quality benefits that come with a more active population are well documented and from this perspective reducing usage of motorised vehicles and encouraging active travel must become a higher priority.

### **Some miscellaneous ideas**

I'm not sure if this is of interest for your investigation, but two ideas I've had for a while, and suggested to TFL (although I don't think they understood them) could help boost cyclist numbers very cheaply indeed. Many Londoners have bikes at home which they rarely use, or could potentially use the cycle hire scheme to reduce their journey times if they were just aware of how much difference it can make.

Let me explain with an example. This is a little convoluted but please bear with me.

I can choose several routes in the morning to get from my house to near Moorgate where I work.



1. Walk to Turnham Green tube, board the District line, change to the Circle line at Tower Hill and alight at Moorgate
2. Walk to the bus stop on the Vale, take the 207 to the Shepherds Bush Central Line station, which I then take to Liverpool Street. Walk to Moorgate.
3. Walk to the bus stop on the Vale, take the 207 to the Shepherds Bush Market station, and take the H&C/Circle line to Moorgate.

The journey times are highly variable day-to-day, and can be anything from 1 hour (rarely) to 1.5 hours depending on connections and delays.

What I do instead, is one of the following:

1. Ride my bike to the Shepherds Bush Central Line station, which I can then take to Liverpool Street. Walk to Moorgate.
2. Ride my bike to Turnham Green, take the District Line to Mansion House. Exit and take a cycle hire bike to Moorgate.

Both of these options cut between 15 and 20 minutes off my commute and increase the consistency of the time considerably (allowing me to leave less "buffer"), but it's impossible for the TFL journey planner to suggest them to me. Why?

I would like to see two new options on the TFL journey planner:

1. "First leg by bike": Leaving from home, I often use my bike to make a journey shorter without necessarily using it for the entire journey. It is sometimes better to cycle to a tube station which is NOT my nearest one rather than walking to the closest one, since the rest of the journey can be much quicker (eg taking the fast Central line rather than the slow District line). The "first leg by bike" option would suggest that I cycle to the Central Line instead of taking the bus or going to Turnham Green.
2. "Suggest cycle hire". If I take the District line, it's ALWAYS quicker to get out at Mansion House and take a "Boris Bike" to Moorgate than it is to stay on the tube and change to the Circle Line. I know that there are issues with bike availability but why not have it as an option? The journey planner could suggest to me that "depending on availability" I could alight at Mansion House and then take a cycle hire bike to cut 10 minutes off my journey time. It could even show "average bike availability" for that docking station for that day/time to help me better predict if it's worth doing.

These are not complex tasks for a journey planning system, and with some marketing they could be useful in encouraging current non-cyclists to start riding in London. Some real advantage is needed before people will take up cycling and knocking 15 minutes off a daily commute is a large advantage indeed. Although not all would find the "reality on the streets" pleasant enough to take up this option long-term, many hopefully would.

I hope that my rather long feedback is welcome, and look forward to seeing the results of the investigation later in the year.

Andrew Jones

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I moved to London two years ago.

I've been cycling for fun and sport for about 10 years now so I was already well experienced when I moved here. Even then I didn't feel safe on the roads for a good while. There are lots of roads where I still don't. I probably "have my wits about me" as Boris Johnson put it more than 99% of people who might pick up a bike. I'd be terrified to ride my commute if I had just started cycling again.

I want to stress that my London cycling is all about business. Peak time. Getting to work. Every mile that I ride my bike is a little bit less funding that TfL has to give the tube. It works out at great value.

I work for a financial institution in the City. About 50 of us cycle in on a normal day, more in summer. That's 50 less spaces needed on the tube. From just one company. Whilst exactly zero come in by car; we have no car parking space for employees. I don't think this is unusual in the City, it is reflected by every other company in our building - all have converted their car parking into bicycle parking. In fact I don't think it is very unusual in London as a whole.

So, in the City at least, cycle-commuting is common and driving rare. If we start from this premise I cannot begin to imagine why you continue to design our main commuter routes primarily for cars.

My personal least favourite road is Upper Thames St. Everyday I head West from here and have to turn right into Cousin lane. There is no other realistic way into the office bike garage. If I wasn't capable of sprinting up to 30mph, asserting my space in the right-hand lane and being confident pushing through, I'd never make this junction. There are still days when I overshoot it. After two years and much practice I still don't feel safe. Frankly, I'd love to take whoever thought this was a good idea out for a ride here. My guess is that the people who design these junctions have no idea what a mess they are inflicting on us.

The cycle "superhighways" are an absolute joke. They cost a fortune and add nothing at all to the cycling experience in London. They're just some blue paint hidden under parked cars and buses.

Regards,  
Jim Higson

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Firstly, thank you for taking the time to consult with Londoners on this very important issue. I suspect that we will see highlighted again issues which many studies have already brought to light in terms of cycling safety.

Cycling in itself is a safe activity, which I would put to a similar level of risk taking as walking.

All too often cycling safety measures are aimed at the people who are riding bicycles instead of actually trying to reduce road danger at source. In referring to road danger reduction, I'm sure you will be already familiar with the term, I mean actually changing the way in which people in motor vehicles interact with other Londoners on our streets. The causes of death and injury of almost all pedestrians and cyclists in London, and indeed many motorists are as a result of collisions involving car/lorry or HGV drivers.

Hackney has done a lot of work over the last 20 years introducing "filtered permeability" though out their borough. This has, I understand, reduced rat-running, calmed their streets, and I'm sure has helped support the massive growth in cycling that their borough has experienced. Unfortunately, there seems to be a lack of sharing of best practise even in London which too often seems to be stifled by political colours of differing boroughs.

On our main roads TfL whilst recognising the efficient use of space that cyclists and pedestrians are, don't then include them as part of their models in designing our streets. We (cyclists & pedestrians) are modelled out because of our efficient use of space, then expected to "compete" for space with motor vehicles and the end result is carnage on our streets.

Frequently at junctions a single lane road fans out into 2 or more lanes to increase capacity and the number of vehicles that can travel through the junction. Why can't there just be a single lane for motor

vehicles, and then a dedicated lane for cyclists on those wide main roads? It would increase the capacity for people to move through the junction using space efficient vehicles.

The London to Brighton annual bike ride happened just last weekend. Their local paper reported that almost 27,000 cyclists went down to Brighton and that there was gridlock. It was as if they didn't recognise that almost 27,000 people managed to get to the beach front that day, but that people who were in cars had difficulty getting around.

I think that the Assembly should:

Support councils to increase the numbers of filtered-permeable residential streets  
Reduce the speed limit to 20mph across London  
Ensure that TfL design cyclists into plans using their Screenline count figures to forecast future figures

TfL, along with the DfT still thinks that motor car usage is going to grow, whilst actual counts illustrate that car usage in London at least has almost levelled out. With TfL not planning for modal shift, not designing high quality cycle routes onto our main roads it will take much longer for us to get the desired growth in cycling which will be so beneficial for London's residents and businesses.

Here is an example from Brighton, where British road planners have implemented a very good scheme:

<http://lofidelitybicycleclub.wordpress.com/2012/06/20/old-shoreham-road/>

Shame that the "Cycle Superhighways" which are already installed weren't done to this level. I can only hope that with the Mayor and all the opposition parties having signed up to Love London Go Dutch, that he will instruct his officers to adhere to this new direction in policy.

I hope that this of help.

Best regards,

Jon Irwin

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I wanted to take 5 minutes to write to you with my thoughts on cycling in London. I am no activist but have been motivated to write because I really want to play my part in attempting to make London an increasingly cycle friendly city. I am a 31 year old female who has covered approx 2000 miles in london on my bicycle. I also own a car and a scooter so have an understanding of the pressures of using a variety of means of private transport. For nearly 6 years I commuted from Clapham to Liverpool Street - along the the south bank and then crossing over Blackfriars Bridge. Compared to my current commute this was a pleasant journey - I was able to ride off road or on quiet roads from after Vauxhall Roundabout to Waterloo. However, I always felt that i was taking my life in my hands when trying to turn right up Queen Victoria Street having crossed Blackfriars. I know that Vauxhall Cross has also raised concerns - I found that if i could get to the front of the traffic at the lights then I could hold my place in the middle lane however it was pretty scary being in the middle of five lanes of traffic with cars wanting to cross Vauxhall Bridge coming very close as they attempted to cross multiple lanes. I would not recommend this for novice cyclists and it is certainly not going to encourage more people to take up cycling.

My current commute is from Hammersmith to Fleet Street - Ken High Street and the Strand are pretty horrible given that there is no room for cyclists to move through the traffic - it often entails sitting in traffic breathing fumes. Obviously taking on the A4, Shepherd's Bush Roundabout or the A40 are worse.

I am very lucky that I have not been knocked off yet but I do feel that the chances that I am going to be are increasing (I have been knocked off my scooter twice). There seems to be more and more competition

on the road and things are not improving for cyclists. I believe that the blue lanes are misconceived ghost lanes which offer very little real protection or benefit for the cyclist. A disastrous decision would be to allow more traffic (i am thinking in particular minicabs) to use bus lanes. Bus lanes feel, generally, a safer place to be.

The cycle networks are useful but given that they often take circuitous routes they are not useful for commuting.

I recognise that there are a number of cyclists who break the rules - I am not one of them because i believe strongly that we all have a duty to abide by the traffic regs if we are to be treated as equals by other road users. Maybe this means that the penalties for breaking the rules - I am talking here of jumping lights rather than riding on pavements which, to my mind, is not such a serious offence - should be much higher? I also think there should be much stronger enforcement of the advance stop lines - these are vital for the safety of cyclists. Or maybe cyclists should be allowed to turn left on a red light especially given that a high proportion of accidents are caused by vehicles turning left.

in summary, I think there is much more needed to make cycling safer and attractive to newcomers. I now do not encourage others to take up cycling as I do not want to feel responsible if they have an accident.

Further I believe that once I have children I will have to give up cycling because I do not believe it would be responsible to risk my life in the way that I do today. This would be of great sadness to me - I find that cycling is stress relieving at the same time as giving me exercise. More cycle lanes need to be created and those that exist need to be wide enough. Roads such as Ken High Street should be made attractive to cyclists given that it is a main west to east route.

Many thanks for listening to my concerns.

Henrietta.

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I can't make the public meeting on the 12<sup>th</sup> July but wanted to add my voice to the discussion. I cycle to work from Fulham to Holborn every day and mostly it's a much more pleasant way to get to work than the tube. CS8 on Chelsea Embankment is great and (apart from at Milbank where it's a nightmare) mostly respected by drivers. I would definitely like more of these lanes - but they have to be properly segregated like this northern part of CS8 - in other parts of London the cycle superhighways are a joke and nothing more than blue paint. It would make me feel much safer if this superhighway extended to the Victoria Embankment, which is wide enough but at the moment is one of the scariest parts of my journey (especially under Hungerford Bridge).

I had a couple of ideas which I would like to raise:

- Traffic lights giving cyclists a head start (we would annoy the cars behind us less that way, and would have more chance of getting away from lorries)
- Proper enforcement of the ASLs, and of cyclists jumping red lights
- Segregated lanes and all new road layouts to think bike first
- Most radically - could we introduce a cycling part of the driving test so every driver would be required to get on a bike in traffic? It would increase understanding of why cyclists do certain things - like riding in the middle of the lane - and would hopefully increase respect and courtesy. I drive and cycle and would welcome it.
- And could the people planning our roads actually be (or talk to) cyclists? If they don't cycle they can't understand cycling in London. Certainly those who have thought through the Games Lanes have not made any provision at all for cyclists (they have actually made the roads more dangerous) and that can't be the case in a city which is supposed to be undergoing a 'cycling revolution'.

Look forward to hearing the recommendations. As Boris says, a cycling city is a civilised city. But that means one where *everyone* feels empowered to cycle, not only those who are prepared to 'have their wits about them' (as Boris also said).

Thanks,  
Clare

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I commute from Finchley to Earls Court by bike at least once a week (I'm partially retired and only commute 2 days a week). Overall it's a rewarding experience, physically and mentally and I would recommend it to anyone as long as they (a) make sure they can be seen – reflective clothing as well as 2 lights both front and rear, and (b) remain super alert to opening car doors, vehicles emerging from side turnings, or turning left immediately in front of you without warning.

There are several measures I think would enhance cycle safety:-

- More advance stop areas at traffic signalled junctions – ideally every junction.
- More police on cycles to deal with cyclists riding through red lights, riding with ear phones, or without lights.
- More cycle paths and cycle lanes.
- More 20 mph zones on side streets and minor roads.

In fairness I find only a small number of motorists are inconsiderate or reckless, and a very small number of HGV drivers are careless or deliberately intimidatory. However the consequences of an HGV colliding with a cyclist are horrific. I would like to mention that London bus drivers now appear to be much more aware of cyclists, and on many occasions I have been given extra space, or help at junctions. This is much appreciated and I'd like to think it results from extra training given to bus drivers.

I hope this may help with your investigation.

Yours faithfully

Guy Denington.

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I have lived in London all my life, but have only started to cycle around the city in the last year. I cycle at least 4 days a week from South East London to North London, and 20 mile round trip that takes me over Old Kent road, London Bridge and through Bank and Old Street junctions. I do this at the busy rush hour times of day.

Even though I consider myself a safe, red-light abiding and considerate cyclists, there are junctions that terrify me. Where the flow of traffic is prioritised, and there are no provisions for cyclists to get across safely without getting off the bike and crossing on foot.

Kings Cross is one of these junctions, and the new set up at Blackfriars is another, as is Tower Bridge. All of these road set up's make me feel like I am fighting HGV's for the right to the road. The inner city should not be a motorway, drivers should not feel they have the right to bully me on the road because they could be going faster if I was not in the lane.

I was once followed down a road by a taxi driver blaring his horn and shouting out his window at me because he felt I was blocking him from over taking me - the road was too narrow for him to overtake, but he felt he had the right to shout and scream at me.

I do get to see some good examples of cycle lane set up's on my journey, mostly in Southwark, where I believe that the council is very pro-bike. They have cycle only traffic light set ups, which I love, and a better than normal cycle lane set up. The number of lanes that disappear as you approach a busy junction is shocking. What is the point of them? It feels like they are token gestures that allow statistics like 'there have been X miles of cycle lanes created in London' without making any attempt to make junctions safer.

I do enjoy my journey into work, its quicker, and I feel healthier and awake when I get to work.

I love cycling around london, but I feel that the issue of cycle safety is trivialised by TfL , and often dismissed as the cyclist fault. Boris's recent 62% of accidents caused by cycle infringements, while massively incorrect, just gives TfL more excuses not to do anything to make the roads safer. The pressure should be on TfL to make our roads as safe as possible.

I do not like to feel that my safety is being dismissed and trivialised by the government.

Yours sincerely

Fran Graham

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I am an avid cyclist and do cycle in London, however, I can see why for many there are serious barriers to doing so. Things that must be improved:

- **CLEARER RULES FOR BIKE-ONLY LANES AND ENFORCING LAWS.** when there are bike lanes these never seem to be exclusive to bikes. Motorbikes and cars regularly use them. This should be illegal/fineable unless completely unavoidable, and even then, cyclists, not others should have the right of way.
- **STOPPING MOTOR TRAFFIC FROM COMING INTO BIKE BLOCK AT A TRAFFIC LIGHT.** At the front of lanes before traffic lights, I have almost never seen vehicles avoiding the holding spot for cyclists. In fact, when I ride up and in front of cars, I am intimidated by the cars. We should have an advance light to get ahead of the traffic. This would also avoid some of the lycra-wearing cyclists from jumping red lights.
- **PEDESTRIAN EDUCATION, FINES AND BARRIERS.** Pedestrians are actually a real hazard. They whine about cyclists, but actually they often step into the bike lane without looking, and I have had one very serious accident involving a pedestrian stepping in front of me, where I had the right of way. Public education for pedestrians to sensitise them to cyclists (rather than portraying us as demons) is certainly in order). Physical barriers between cyclists and the pavement would also help.
- **CLEARER CYCLE LANE MARKING AND PAVING.** There are bizarre new cycle lanes going up where you can't actually tell that it's a cycle path! (for example on Rye Lane beside the busses). Much better marking, please!
- **GET RID OF ONE-WAY SYSTEMS FOR CYCLISTS WITH TRAFFIC.** There are hosts of examples across the city whereby cyclists are meant to take huge diversions around one-way systems with traffic. This is extremely difficult because when you're on a one-way street as a

cyclist, it's not always clear where you should be – sometimes this means you're in a middle lane which makes you vulnerable, but similarly if you're on the right side because the one-way system goes to the right, this is also uncomfortable because drivers aren't used to this. My local example is near Lyndhurst/Bellenden Road. Another example that comes to mind is Vauxhall road, towards Victoria. There are a couple of in the City that are petrifying. Because you're having to work harder on a bike, adding the extra distance around one-way streets, is also problematic. You should a) enable cyclists to take routes that avoid these one-way systems by creating an against-the traffic lane for cyclists only. (this could easily be done on Bellenden Road, for example). Where this isn't feasible, a dedicated lane should be created.

- **FIX THE POTHOLES** Where you do have designated cycle routes, PLEASE endeavour to get rid of potholes. On a rainy day these are treacherous, as you can't see what you're riding into. I've been knocked off my bike by these, even going at a fairly slow-ish pace. Again, Lyndhurst is a nightmare for this.
- **SAFTER ACCESS TO GET ONTO CYCLE ROUTES FROM MAIN ROADS** I personally tend to use cycle routes rather than main roads, but often you have to get to the cycle routes from a main road, and these too can be treacherous. For example, coming towards Vauxhall, two places to get onto the cycle route are virtually impossible to navigate – turning right past the Oval, where there is no way to stop and cross; and moving into the centre lane, one has to cross their fingers and hold their breath that they won't get killed in aiming to turn right. Further on, to get onto the cycle lane which passes under Vauxhall station, one needs to be on the right hand side of a one-way street, which is very very busy. Cars are oblivious. This is both a marking and a one-way system problem.
- **VAUXHALL BRIDGE** Vauxhall bridge needs a cycle lane. I have colleagues who refuse to cycle over it, as it's very treacherous, yet this is one of the main arteries across the river, and it's quite a hike to use a different bridge.
- **TURNING AT LIGHTS – ADOPT THE COPENHAGEN SYSTEM.** London should adopt the Copenhagen system for right turns. (their left). See the diagram in this article: <http://www.theurbancountry.com/2010/11/safe-left-turns-for-bicycles.html> My own experience is that it is very scary turning right if you move into the turning lane where cars are. But similarly if you get off your bike and onto the pavement (walking your bike) pedestrians get very annoyed! And in some cases, there is insufficient space for you, your bike, someone's buggy etc... Example again – turning right onto Bellenden Road off of Peckham High Road, travelling Eastbound.
- **PLEASE STOP BUSES**, in particular, from blocking cycle routes at lights. Often there is a bus stop in front of a light. The bus nudges through, but doesn't get all the way through. Meanwhile, you've been waiting patiently for your traffic light to cross a busy road, but can't get past because the bus has blocked your lane. Examples – Elephant and Castle crossing, both coming off the Old Kent road, and on Borough high street.
- **MUCH BETTER PARKING AT STATIONS AND THROUGHOUT THE CITY.** At most of the train stations, it's pretty much impossible to find a place to leave your bike. I've spent an hour trying to find somewhere at Paddington; failed at London Bridge and Waterloo on many occasions.

All of these things would contribute a great deal to better safer cycling in London – and they are far less expensive than fixing roads for cars, while reducing traffic at the same time.

Sincerely,

Deborah Doane

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Here are some of my views re cycling in London:

- 1 I have witnessed/experienced large vehicles (buses, large vans/small trucks, taxis) tailgating cyclists which is terrifying - larger vehicles appear to have the view that "might is right". This attitude needs to change.
- 2 Bike lanes have not been planned by cyclists and in practise lead cyclists into dangerous situations. (Perhaps planners would like to test-cycle them first?)
- 3 I noticed in Paris cycling lanes that were lower than the main road by an inch or so which added to the perception that they were dedicated to cyclists only and vehicles should stay out of them. Some central London roads are uncyclable at times due to taxis pulling over to offload passengers - they cut fiercely in to cyclists' paths eg Tooley Street - and one taxi after another prevents cycling at all. There are similar situations in central London.
- 4 Junctions are especially difficult for cyclists to navigate safely as vehicles compete with speed to get away - clearer priorities need to be established so that cyclists do not have to compete with vehicles (eg staggered lights?)
- 5 There are no dedicated spaces to promote cycling for new cyclists/ex-cyclists - I use river routes, park roads and residential roads during off-peak hours to help build confidence with clients who cycled in the past; but these have limitations. Could local areas have Cycling Sundays where selected roads are closed to vehicles and specifically promoted to cyclists? Can there be dedicated learning tracks eg in parks, open land, etc;
- 6 Building confidence takes time - my clients take a year or longer before they feel fit enough and willing to take the challenge of commuting to work by bike.

Daphne Graham MSc BA (Hons)

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I am writing to give you my opinions on Cycling in London in response to the article on your website: [http://www.london.gov.uk/who-runs-london/the-london-assembly/assembly\\_investigation/cycling-london](http://www.london.gov.uk/who-runs-london/the-london-assembly/assembly_investigation/cycling-london)

I am a keen cyclist: I race competitively; I ride upwards of 5000 miles a year; I commute to work on my bike. Needless to say, rarely a day goes by when I'm not on a bike and I try to make as many journeys as possible by bike. I am thus pretty familiar with the issues surrounding cycling in London.

My partner, on the other hand, while a fairly competent cyclist (we have gone on touring holidays together; when living in Cambridge, she used a bike as her main form of transport) simply refuses to ride in London, even though we live close to the centre and despite her commute to work being significantly quicker by bike than any other mode of transport. In short, she is an extremely good example of someone who could/should be riding more but doesn't, and she would have good support from me were she to want to do so.

The specific points I would like to raise as a result of this are:

1. Because my partner does not ride, when we go places together we don't ride. As a result I ride less than I could or want to - we end up using public transport, cabs, or our car more than we should.



2. The biggest issues is the lack of continuous routes round town that she deems safe. In particular, it's impossible to travel any significant distance without having to negotiate a dangerous junction or a very busy road where no consideration for cyclists has been taken. I strongly sympathise with her view. I find it extremely frustrating that road "improvements" are undertaken that result in a worse situation for cyclists: they also represent a missed opportunity. A good recent example I know well is the Kings Cross junction. Not only has the junction between Euston Road towards Pentonville Road been made significantly more dangerous by the new layout, the opportunity to improve the route from Gray's Inn Road into York Way (already very dangerous) has been missed. Another good example is the A406 in Bounds Green, where the lack of provision for cyclists is simply appalling. I find it extremely distressing that new road design appears to be following the "motorway" model, with multiple lanes/carriageways, one way systems, and fast moving traffic weaving across them. These are absolutely the worst kind of junctions to ride through.

3. London, in my view, needs a significant upgrade in the quality of its cycle routes. Simply put, the establishment of a properly conceived, safe, and well implemented cycle route network - not like the recent Cycle Superhighway routes, which range from laughably poor to downright dangerous - is the only thing that will encourage further uptake of cycling. Serious thought should be given to implementing segregated cycle routes in certain areas as enforcing car/cyclist separation may in some cases be the only way to ensure cyclist safety. This will result in reduced road space for cars and there needs to be the political will to accept this - however, increasing provision of cycle routes will reduce demand for road use. We, as a couple, are a good example, as per my point above.

4. Cycling any reasonable distance round town at the minute is quite stressful, with aggressive road users and heavy traffic the worst problems (road layout issues aside). I would also suggest that professional drivers in London (particularly cabs and minicabs, being the worst offenders) should be made to undertake additional driver training and also be required to cycle on London roads to experience the road system from the cyclists point of view. This might go a long way to improving driving standards.

5. Other annoyances, like the lack of bike parking racks around town, some boroughs being significantly worse (e.g. Kensington & Chelsea) than others are simply annoyances but should also be looked at.

I hope that you will take these views on board and I look forward to seeing how things improve in London.

With best wishes,

Daniel Jaeggi

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Firstly, thank you for taking this seriously. As one of tens of thousands who cycle daily in London, it sometimes seems we're a much neglected group. So I appreciate your engagement.

I'm a 45 year old man I clock up an average of around 1,500 miles each year, mainly going to and from work, but also riding socially. Here are my main thoughts:

- London's roads feel more dangerous today than they did two years ago. In part this is because of motorbikes in bus lanes - our main 'safe' routes in the capital. Bikes travel at speed, and also occupy cycle boxes at lights. However that's minor compared with traffic flow. TFL is obsessed with making the traffic go faster is at the expense of pedestrians and cyclists. A 20% rise in 2011 of fatalities and serious injuries among cyclists is a not a 'downward trend' - as a TFL spokesman told the BBC. It is a disgrace. Change TFL's priorities now.
- When TFL redevelops road junctions it is under no obligation to improve safety for cyclists or pedestrians. Why not? Who made car drivers more important than me or the old lady carrying her

shopping? Uniquely in the UK, a huge proportion of Londoners do not own cars, out of choice or necessity. Start reflecting that. Some routes (eg Vauxhall Bridge, Elephant roundabout) scare me so much that I avoid them. I really fear being hurt or killed. How can that be?

- My friends are scared to cycle. It's that simple. Even with Boris bikes (great, thanks) there is genuine fear that they will be hurt. I often escort people on their first few rides. Why should that be necessary? And my friends with kids simply won't let them cycle on the roads at all. Ever. That is a terrible indictment of the city's cycling policies and routes.
- Most boroughs have gone to good lengths to improve cycling lanes and cycle parking. But Westminster is a travesty. Almost no cycle lanes. Almost no cycle parking. When Leicester Square was recently re-developed they **took away** the parking, and didn't provide alternatives elsewhere. They appear to hate cyclists. Yet Westminster is one of the few 'destination' boroughs for all cyclists. Every bike-festooned railing and lamp-post in Soho is testimony to their anti-cyclist attitude. Why can't this be tackled by the Mayor?
- Pollution. We're an international disgrace. Whilst my cycling helps keep me healthy in some ways, the fumes and pollutants me and every other Londoner is forced to suck up are also hastening my death. Cycling and walking are the solution. Cars, trucks and taxis are not. Not sorting this out could see London fined millions. That should be an incentive.

Best

Chris

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I am a working mother of two children under six. I work at canary wharf and live in Balham. Cycling to and from work is the only way I can work my hours and fit in with childcare arrangements. Therefore- can you please try and make it safer!

I have been cycling long distances in London for 12 years (even when pregnant) so these are the sort of things that will help.

Suggestions include:

Presumption of motor vehicle fault in accidents.

Compulsory cycle riding as part of the driving test (I also drive in London -awareness of cyclists and cycling makes for better drivers).

Road awareness for cyclists training. I see people turning right at elephant and castle roundabout going round the outside of the roundabout! Drivers probably are better cyclists than non-drivers as they can imagine what cars are going to do.

Enforcing the "no other vehicles in the ASL box rule"

Advance green light for cyclists - otherwise it is simply safer to jump the lights.

Blind spot cameras for lorries.

Non-slippery surface on cycle superhighways.

Thanks!

Catherine Bellsham-revell.

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I am a regular cycle commuter and feel compelled to write in as the roads have been particularly dangerous the last couple of days.

The last couple of days traffic has been heavier than usual and I have seen many instances of busses, taxis and private vehicles driving into the ASL when the lights are red, and running red lights (usually where the vehicle in front got through on an orange light, another one or two cars will follow). Londoners have been encouraged to cycle rather than drive during this busy time but it is important that other road users respect their space and the rules of the road or there will be accidents. I am not suggesting that no cyclists break the law as I know otherwise from my day to day commute, and I wish this was not the case. But in terms of risk to peoples safety, it is important that motorised or heavier vehicles drive carefully and predictably and respect the right of other road users to use the roads (as should everyone). If the advanced stop box has a vehicle parked in it, that means that up to 20 cyclists who could have fit into it (the ASL south of Waterloo Bridge regularly gets these kind of numbers in the morning) are trapped on the cycle lanes on the inside of busses, or between lanes of traffic. And with the number of inexperienced cyclists on the road (who may not anticipate or recognise a dangerous situation until they are in the middle of it) this is an accident waiting to happen.

I think that part of the reason ASLs are so widely ignored is because there has been little by way of enforcement, people don't realise that they are obliged to stop behind them as so few people do. In the last year and a half I have only ever seen one community support officer have a word with drivers in the ASLs on one occasion. And this is something I see at about half the ASL junctions I stop at, both on the way to and from work (between Tooting and Chancery Lane).

With the extra traffic for the Olympic games, everyone should be encouraged to drive/ride/walk extra carefully and to share the road space. This includes following all the rules.

As far as you can, please use your power to prevent speeding and vehicles stopping in cycle advance stop boxes, especially during this busy time. Accidents will cause more congestion and delays, and will reflect very badly on a city that encourages its citizens to cycle yet does turn a blind eye when other road users disregard rules made to ensure their safety.

Regards,  
Caroline Hodge

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I'd just like to say thanks for making this issue a priority. The personal and societal benefits of cycling are well-documented but as a regular cyclist, I think cycling suffers from a hugely negative image, leading to a lack of respect and understanding which is a) making it more dangerous than it needs to be and b) holding it back from being fully embraced by everyone.

In recent years, the investment in cycling in London has been impressive and very welcome, and it's great to see London take the lead and so many people cycling now. However, to bring London into the realms of best practice I think there are a number of issues you need to tackle. I've put these in what I believe is the priority order.

1. The anti-cycling attitude amongst non-cyclists (primarily drivers)

Drivers need to see cyclists and think 'that person is a vulnerable road user with as much right to be on the road as me, I will make sure I do not threaten their safety'. In my experience, drivers who give me adequate space are in the minority. The rest range from ignorant to careless to aggressive to psychotic.

Three examples to illustrate my point:

a) a driver hit one of my club mates (I ride with Dulwich Paragon) this morning and sent him sprawling across his bonnet. He simply didn't look properly before pulling out into the main road - my interpretation is this was just careless driving but as he made the decision to pull out he clearly wasn't looking properly for smaller traffic like a cyclist.

b) Riding up past Horniman Museum a few weeks ago, I kept to the road rather than on the cycle lane as I was about to turn right up towards Sydenham and it was easier to stick to the road. A car driver overtook me with about a foot between us and shouted at me for not being in the cycle lane. I think he was being deliberately aggressive because I was 'in his way' and he thought I should have been in the cycle lane. This was mainly just ignorance in my view - he wasn't educated enough about the Highway Code to know there's no compulsion to be in a cycle lane, and he should give me as much space as he would a car when passing.

c) Riding home down the hill towards Penge on Thursday - it's a steep hill lined with parked cars and I tend to get up to above 25mph so stay in primary position to make myself visible to any cars turning onto the road/give myself space if they don't look properly and pull out. A car behind was very close behind and didn't want to stay behind so pulled past well in excess of 30mph and gave me less than 2 feet. This was very dangerous in those circumstances and it felt designed to intimidate me as well as breaking the speed limit...

A well-funded communications campaign around respect for cyclists and correcting much of the ignorance about the Highway Code and cyclists' needs would be very welcome here.

## 2. Penalise dangerous driving - enforce existing laws

In all 3 instances above, the law was broken (dangerous driving) but in none of them did I have the ability to bring it to the attention of the police to bring any charges.

I see drivers running red lights and driving too close to cyclists daily but go unpunished. I believe they would do this less if they were made to face the consequences of their actions and the law was properly enforced.

## 3. Change road infrastructure

Personally I don't think cycle lanes are helpful. They suggest that cyclists should be out of the way, ghetto-ised in the gutter, rendered second-class to cars. I've also had a cyclist ride straight across the front of my car and nearly get knocked off because he was trying to get into a cycle lane - so they can be misleading to cyclists who believe they're mandatory.

Also, remove traffic islands where they create pinch points. In our club run we ride out through West Wickham and there's a road which has pedestrian islands every few hundred yards. They don't slow cars down, the cars just lurch towards us as we ride so they can keep going. It's a scary experience and very dangerous, a minor misjudgement will see one of us hospitalised. Without these islands the road would be wide enough for the cars to pass safely...

## 4. Cyclist education

Far too many cyclists run red lights, ride on the pavement, over zebra crossings etc. They give cycling a bad name and contribute massively to my first point - it legitimises anti-cyclist prejudice. In Islington a few weeks ago I saw a female cyclist ride straight past two parked police cars and through a red light. They did nothing even though she broke the law and put herself in danger.

We must change this casual attitude to the law...

I hope these views are helpful, and thanks again for prioritising cycling in London

Kind regards

Bruce Cairns

I understand you are seeking views on cycling safety in London. I have been cycling regularly in London for more than 20 years. The single most important contribution to safety has been the increased number of cyclists on the roads. Evidence, not just from here but around the world shows that increasing cyclist numbers improves safety because other road users are forced to take cyclists into account and London drivers are used to having a critical mass of cyclists on the roads.

So the most useful thing policy makers can do is continue to increase the number of cyclists.

However, there are a number of other measures that would significantly enhance safety. The Times manifesto is a good place to start.

I would add

1. The extension of the blue routes. There are currently no blue routes serving west London.
2. A systematic approach to advance stop signs at traffic lights and junctions and where there are not blue routes – clearly marked on or off road cycle lanes. My commute from Acton to Westminster includes some on road marked cycle lanes (Uxbridge Road). Then none at all on Holland Park Avenue or Bayswater Road. Some junctions and traffic lights have advanced stopping boxes for cyclists, others don't. Why are there no cycle lanes on Holland Park Avenue and Bayswater Road? Why is there no consistent approach to advance stop boxes?
3. More and wider cycle routes through the Royal Parks. The East-West cycle route through Kensington Gardens and Hyde Park (Rotten Row) is extremely busy and becoming dangerous. For most of its length it is extremely narrow and either shared with pedestrians or immediately next to a pedestrian path. It is separated by iron railings from a much wider and barely used strip of land reserved for horses. The Royal Parks have been pretty hopeless at providing cycle paths and have had to be pressured and cajoled into doing so from the start. It's really time they were made to be part of the solution.
4. 20 MPH speed limits as the norm in residential streets
5. Much better enforcement of illegal parking. For much of the length of the marked cycle route on the Uxbridge Road, for example, cars or vans are illegally parked.

I hope this is helpful.

Best wishes,

The Rt Hon Ben Bradshaw MP

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I have been cycling in London for the past 5 years after having moved here from Amsterdam where I lived for 6.5 years and became an avid "urban cyclist". I think The Netherlands has a lot to teach the UK in this area. In the 60s towns in The Netherlands weren't nearly as cycle friendly as they are today but after a concerted effort they made a lot of changes that have turned it into the bike-friendly country that it is today. The things I would like to see adopted here are:

- \* A change to the law regarding culpability for traffic accidents between cars and cyclists so the driver of the car is assumed guilty unless proven otherwise. This should have the effect of making car drivers a lot more careful on the roads than they are now.
- \* More dedicated cycle lanes so cyclists to minimise sharing the road with cars.
- \* Signals at traffic lights specifically for cyclists giving them priority where it makes sense.
- \* Better design of cycle lanes (e.g. so they don't abruptly end in pavement or brick walls or various other bizarre setups I've seen here).
- \* Lower maximum speeds for cars in residential roads which aren't through-roads (e.g. 5 miles per hour).
- \* More provision for taking bicycles on various forms of public transport.

\* Encouraging a change in public opinion so that cyclists aren't viewed as some kind of menace by drivers but instead a group of people who are contributing to less congestion and doing less damage to roads than cars.

Yours sincerely,

Adrian Woodhead

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Saw you were looking for feedback regarding cycling in London. As a daily bike commuter & sometime cycle campaigner, thought I'd share some views. I'm a 35-year-old dad of 2, live in Croydon borough (Zone 4), work in Zone 1.

#### Overall perception of safety.

Could be better, could be worse. I wouldn't ride daily if I felt my life was constantly under threat - but there are lots of journeys I'd like to make by bike but can't. Basically I feel that "vehicular" cycling is a necessary safety strategy on London's roads as they currently are. That means riding as close to "car speed" as possible, taking the lane, and knowing routes where I can ride on the road without having to deal too much with buses & HGVs.

However, that means there are a lot of journeys that I simply can't do on a bike - particularly with the family. I'd love to be able to put the children in a cargo bike (Bakfiets) and take them around town - but there aren't quiet routes that go where I'd need to, and on an unwieldy bike with a top speed of ~12mph, I don't feel at all safe around London's aggressive, 30mph traffic. To make every journey safe and practical on a bike, the following are needed:-

- \* high quality cycle infrastructure on 30mph arterial roads, keep bikes separate from traffic here
- \* 20mph speed limits on residential roads
- \* increased permeability for cyclists & pedestrians between residential roads, allowing more "quiet through routes" to be developed (as per much of the LCN+)

I don't really mind whether routes are on main-road segregated infrastructure (CSH) or heavily calmed residential roads (LCN+), but either way they need to go places - as on the rail & bus network, orbital routes are needed as well as the current (mostly) radial ones.

#### Driving culture.

I feel this is the single biggest hazard - more so even than junction design or speeding. Very often I'll be riding on one of Southwark's 20mph streets, at or near the posted speed limit, and will still get people attempting to overtake. Similarly, if I have to turn right, I'll indicate clearly & slow down - but will still get traffic behind speeding up to pass on my right. There are some roads where, if I wish to turn right, I have to pull off to the left & cross as a pedestrian. People see a bike and feel like they have to overtake, even though it's just getting them to the back of the next traffic jam. Where roads have been designated as safe for all users (i.e. 20mph limit), I'd like to see overtaking discouraged as well. Very often I find myself having to take the lane to prevent dangerous & intimidating overtakes - and getting in the way of a heavy vehicle doing 30+ is not something a slower or less confident rider could be expected to do.

I'd also like to see much more civility towards pedestrians encouraged, from both cyclists and drivers. If someone is waiting to cross the road - even if not at a Zebra - then on a 20mph street, drivers & cyclists should be encouraged to slow down and let them cross.

Basically if everyone calmed down a bit, and problem attitudes to driving (boy-racer mentality, people

driving while distracted / using their mobiles, professional drivers rushing from job to job because they're on piece rates) were addressed, life would be much more civilised. I'd like to see much more awareness of the affect of unnecessary journeys on the public realm & local environment.. driving short journeys when there's a decent alternative available should ultimately be as socially unacceptable as drink=driving.

#### Junction design - stacking & filtering.

I know having multiple parallel lanes at junctions increases capacity a little - but it creates a significant hazard for cyclists when multiple lanes merge in to one. With most 2:1 stacks, it's possible to get away safely, but 3:1 means that even if you take a whole lane, there are still 2 cars jostling for 1 space, and they'll often endanger any cyclist in the 3rd space. Also, a lot of nominally 3:2 junctions are effectively 3:1 due to on street parking or bus stops shortly after the junction. Very often the safest thing to do here is jump the light. Advanced stop lines are nearly useless - drivers don't respect them, police don't enforce them.

#### Road use & bike lanes.

There isn't always room for segregated bike lanes. But don't pretend there isn't on main roads where on-street parking is allowed. This is particularly an issue on high streets - but moving people safely along the road (by whatever mode) should be given priority over parking on it. For example, in my local neighbourhood (Crystal Palace) the high street is choked with parked cars, despite there being several large car parks within walking distance. Rather than allocating it to a small minority of drivers (given the relatively small number of spaces vs. the volume of traffic, few of those on the road will ever actually get to use one), it would be fairer to allocate that space to cycle lanes or bus lanes.

#### Prioritization of different cycle route types (CS, LCN, NCN).

CS routes do a lot to promote cycling (being bright blue, on main roads, they're obvious to all), but the current ones aren't actually very pleasant to cycle on - especially in the rush hour, when they're close to capacity. The LCN+ routes - at least for much of their length - are much more enjoyable, but the short segments on main roads are intimidating for experienced riders, and some boroughs take them much more seriously than others. Part of the reason people travel by bike is that (at least in theory) it's actually just a nicer experience than sitting in traffic jams or the Northern Line crush.

For example LCN23. Most Southwark's bit is pretty agreeable, aside from a couple of short stretches on main roads. But for inexperienced riders it's a chain-only-as-strong-as-its-weakest-link problem. A couple of short stretches of better infrastructure and/or enhanced traffic calming is all it needs. However, as soon as the route reaches Croydon, it's barely marked, on uncalmed, 30mph (effectively 40 since they took the cameras away), fast, narrow main road. In the space of a few hundred yards it goes from maybe 8/10 to 2/10.

#### Speed limits.

Please can you do what you can to bring about the following:-

- \* Enforcement of existing limits particularly in Outer London.
- \* Support a 20mph default limit on TLRN & borough roads as follows:-
  - \*\* all non 'A' roads within 10mi of the centre of town
  - \*\* areas with high volumes of pedestrian traffic (high streets on 'A' roads)
  - \*\* designated cycle routes without cycle infrastructure

\*\* roads where, due to congestion, *average* daytime travel speeds (measured over a distance of a mile or more) are less than 15mph. Sprinting from one traffic queue to the next does *nothing* to decrease journey times, increases fuel burn, reduces the capacity of the road network (longer stopping distances; harder for traffic from side roads to join), and of course increases danger to pedestrians & cyclists.

\* Educate drivers that speeding is inherently *anti social behaviour*, regardless of whether it's "safe" in terms of visibility / stopping distances.

Speed limits & speed cameras may not be liked by some sections of society, but they were developed & implemented through legitimate legal & democratic processes.. it's not acceptable for the police to not bother enforcing them just because "it would be politically unpopular", "it will catch too many people", "it will criminalize law abiding citizens" etc.. it needs to be looked at in the same way as other anti-social behaviour that degrades an area, such as graffiti.

Thanks for reading,

Angus.

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I cycle regularly in London but avoid major roads and take care to plan my route carefully. I use routes that are safe but sometimes indirect and time-consuming. Most people would not be prepared to put in as much effort into route planning and would not try to cycle in London, thereby being deprived of its benefits.

The main barriers that prevent people from riding a bike are perceived safety on the roads and convenience. Convenience and safety are intrinsically linked - for example you can easily achieve safety by walking your bike, but this is slow and inconvenient. Similarly, traffic restrictions which apply to bicycles (e.g. one way streets and banned turns) do not reduce safety but do deter cycling because of inconvenience.

Therefore TfL should not focus solely on safety, but should consider safety in the wider context of making the roads pleasant and convenient for walking and cycling. This is the only way to encourage large numbers of people to cycle. Individuals will benefit by becoming healthier, they will saving time and money and probably becoming happier as well. Communities will benefit because of less congestion and pollution. Local town centres will benefit because they are easily reached by bike, and lack of car parking will be less of a problem.

It is therefore essential that TfL invests in cycling and it has a public health duty to do so. Cycling infrastructure has to be of a high standard to be effective, and that cycling and pedestrian provision has to be incorporated into all road designs from the outset rather than as an afterthought. Road design should be guided by international best practice, e.g. by adapting the Dutch CROW guidelines. It may be necessary to reduce the amount of space or number of lanes for motor vehicles at some locations, but if more people cycle the overall amount of congestion will be reduced.

Specific interventions include:

- aim for 20mph speed limit on all streets in London except trunk roads with segregated cycle facilities
- remove dangerous obstructions (e.g. traffic island 'pinch points' which encourage dangerous overtaking)
- provide more zebra crossings to encourage walking
- where provided, cycle lanes should be of adequate width, and car parking should not be permitted in them
- cycle paths should have priority over side roads
- major junctions should have segregated cycle facilities with separate cycle traffic light phases



- filtered permeability in dense urban areas, e.g. one way streets, barriers and turn restrictions which apply only to motor vehicles to create a cycle network of quiet streets
- Dutch-style segregated pedestrian and cycle provision at major roundabouts
- avoid obstructions on cycle routes such as chicanes, as they can be difficult for tricycles or cargo bikes to negotiate

Cycle routes should be suitable for children, elderly people and disabled people to use. People should be able to ride bicycles, tandems, cargo bikes or tricycles. This will allow cycles to replace some small vans as well as cars in London. All Londoners will benefit, including motorists and pedestrians.

Thank you for taking my views into account.

Yours sincerely,

Anoop Shah

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I understand from my cycling club, the CTC, that a meeting is being held on the 12<sup>th</sup> July to explore issues around cycling safety and barriers to greater cycling. Unfortunately I have work commitments which prevent me attending in person. I am a regular commuting cyclist, riding between Wimbledon and my work at Leatherhead (Surrey). Below I have summarised one of the issues which make it difficult for me to cycle in the capital, for discussion at the meeting (I have restricted my response to issues specific to London rather than include Surrey).

**Road layout and traffic calming;** Much of the traffic calming installed on urban and suburban roads does little to reduce traffic speed while making cycling considerably more unpleasant and dangerous. It appears to me that much of this infrastructure is designed without taking the needs and safety of cyclists into account whatsoever. Specific issues are where the road is purposely constricted to attempt to reduce traffic speed, and include;

- Central traffic islands, which force cars and large vehicles into much closer contact with cyclists as they move through the constriction
- Traffic constrictions at the side of the road which force cyclists out into the path of traffic
- Non continuous road humps (road pillows) which drivers tend to straddle, thereby moving their car away from the safest line to proceed along the road (often with parked cars the driver ends up in the middle of the road in direct conflict with oncoming cyclists)

I believe that roads which are designed with the features above are more dangerous and significantly less appealing for cyclists, due to the greatly increased conflict with cars and other vehicles.

In my opinion, central traffic islands should only be used with zebra, pelican or toucan crossings. Alternatives to traffic islands should be used to aid pedestrians and provide traffic calming. Where traffic islands are already in place, notices to warn drivers not to overtake cyclists at the islands should be erected (as per the highway code) and the road should be marked with a full width red tarmac surface. (These additions are the norm in Scotland, and in fact I believe Edinburgh council does not use central islands at all for the above reasons). Constrictions at the side of the road should always have a cycle by-pass, allowing cyclists to make progress without pulling into the line of the traffic. Road humps should be continuous across the width of the road, or an alternative more effective method of traffic calming should be used.

I wonder is there a standard for the design of traffic calming? Is it used by all councils/ London Boroughs, i.e. is it mandatory? Does it need updating to help improve cycling safety?

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I applaud your support of safe cycling strategies for London.

Please come to see what a mess LOCOG are making of safe-cycling around Greenwich/Blackheath now the area has been taken over by contractors.

I live near the top of Maze Hill, so I just got my bicycle serviced in anticipation of the Park (and my usual footpaths) being closed for the Olympics. Today, I would have liked to cycle from west to east along Charlton Way, but it has been closed for three months for the Olympics building works.

I was directed by the workmen to the ultra busy (and for me as an occasional cyclist, extremely dangerous) Shooter's Hill Road where the cycle lane was not only blocked by service vehicles but it abruptly stops before the roundabout. There was no alternative but to walk with my bicycle in the traffic. This is not only an annoyance, it is a health and safety issue.

It shouldn't be too difficult for LOCOG to provide a temporary barrier to create a safe cycle route as thanks to local residents for allowing them to close Greenwich Park for three months.

Please reconsider cycle access around Greenwich/Blackheath as an urgent priority before the Games begin - especially as there are so few alternatives for local residents during this period.

I voted for you – so please demonstrate your commitment towards road and cycle safety.

Maria Blyzinsky

## 2. Cyclists' conflicts with other road users

### Tweets:

- Cycling could be made better if ALL drivers were taught about being aware of cyclists. Ignorance costs lives!
- Just stop putting the convenience of drivers above the safety of cyclists and pedestrians
- How will you tackle drivers who overtake cyclists within inches?
- We need safer streets for cycling. We need more empathy between road users.
- Cycling in London would be safer if all motorists had to cycle across the city as part of the driving test
- How about forcing construction workers to stick to operating the working day and not out of hours or weekends?

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Hi I cycle every day (Barkingside to Stratford) and have cycled for years now and these are just a few ideas that come to mind this Friday afternoon:

1. Why not introduce a 'penalty points /course attendance' style deterrent for disrespectful and potentially dangerous driving, something a bit like the current speeding offences. This could be applied to situations where an accident has not occurred but could have, for instance overtaking immediately before turning left and taking the cyclist round the corner or overtaking a cyclist and then parking directly in front of them in the bike lane (that happens to me regularly due to school run parents dropping off kids).
2. Why not introduce more of a cyclist awareness component to the hazard perception part of the driving test. If there was a big section on this that was required as a compulsory pass component of the test then that would force drivers to raise their awareness.
3. The Bow Roundabout issue – I think it's a shocking waste of money, nothing would convince me it could ever be safe to use the cycle lane on that roundabout, whatever changes are made. You cannot trust drivers unless you have eye contact (that's always my personal rule) and frankly it's not that difficult to use the flyover or the pedestrian crossing. I think this kind of elaborate junction is pointless as there are so many improvements needed to so many roads that represent an 'easy wins' – this is just a chronic waste of money and effort and to me informs what is a good and bad use of the budget

Kind regards

**Debbie Simone**

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Dear Jo,

As someone who cycles to and from work each day (Brockley to Victoria) I welcome the Transport Committee's decision to hold an inquiry into cycling in London. As cycling increases in popularity in London but the incidence of death and serious injury is increasing faster this is as important as it is timely.

Several time each day I am confronted with motor traffic in cycle lanes (where they exist) and stopping in advance stopping zones. A major own goal has been the introduction of the "cycle super highways" without segregating the lanes from motor traffic (see Chicago for how this could be done).

The international evidence suggests that cycling in London is uncessasirly dangerous for all road users.

I urge the Committee to consider recommending the Mayor adopt these three simple proposals:

- eliminate all bicycle fatalities within 10 years
- introduce protected bike lanes
- enforce the rules, this includes tackling motor vehicles in advance stop zones and straying into cycle lanes and giving tickets to cyclists who run red lights

Kind regards,  
Jamie

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Hello

I think that the main obstacle to cycling in London is the attitude of some other road users.

" they don't pay "road tax".

"They don't stop at red lights"

They always ride on the pavements"

"They don't have lights"

Most cyclists obey the law, they are only too aware of their vulnerability.

This message needs getting out there!

A further point - I have cycled into London for the last 27 years and have noticed that in the last couple of years there seems to be a marked increase in some cars, even buses shooting red lights. In fact even now when going through a green light now I check left and right!

And

having been knocked from my bike by

1) a car door opened in front of me

2) a person going straight through a Give Way sign

I know what it's like to be on the receiving end!

By the way the police did nothing in either case despite witnesses and the incident being captured on CCTV!

Cyclist are on their own

Chris Kurton

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I see that you're calling for peoples' experiences cycling in London.

In the last year I've had two serious incidents (as well as numerous less serious ones): I was forced off the road by a bus which overtook and pulled in sharply, and I was hit from behind by a van while waiting at a red light.

In the case of the bus, I reported it to TfL and the police. I also made an application under the Data Protection Act for the CCTV footage from the bus. I was told by the bus company that the cameras on the bus were all faulty. I requested footage from the local council under the same Data Protection Act, but was told that no cameras overlooked that stretch of road. I was told by TfL and the police that no further action would be taken.

In the case of the van, I had a photograph of the licence plate and reported the incident to the police. No further action was taken.

How can London seriously claim to be a cycling-friendly city when motorists can hit cyclists and face no penalty? As well as this I have had several less serious incidents where no contact has been made - either through my own actions or sheer luck. Just this morning I was overtaken by a bus which pulled into the curb before fully passing me. I spoke calmly to the driver to explain what had happened and he was dismissive, then aggressive.

Frankly I can't be bothered to report these incidents any more because there is no chance of any positive outcome.

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Matthew Sparkes

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Hi,

It actually happened to me last night walking to Liverpool Street Station via City Road & Broadgate.

A cyclist 16years old approx, passed me on a zebra crossing (Finsbury Sq) going the wrong way, I said you are going the wrong way, dick (not knowing his name)  
He stopped turned around and threatened me with abuse, rubbed my leg with his bike wheel and followed me all the way to the station trying to provoke me which did not happen.

What course of action should I take to claim cleaning compensation. Is riding a bike allowed through Broadgate, no signs to say otherwise.

Could I restrain the young fellow until someone calls for the police?

Is anyone interested! I don't think so

Acknowledgement of my first email would have been appreciated.

**Kevin Ballinger**

Brief and simple.

It is quite common for cyclists to jump red traffic lights, go the wrong way in a one-way street, cycle on pavements etc.

If a cyclist runs into a pedestrian on a pavement causes injury and then rides off, how can the incident be reported and the culprit be fined or pay damages.

How can any of the above offenses be monitored or tracked.

Are cyclist immune to any traffic violations.

The reason I am writing this, is because a colleague who has just taken up using a motor scooter and has been fined using a bus lane, quite rightly so. And just witnessed through the window (Old Street Roundabout) a cyclist go through a red light, went along against the traffic and rode up a pavement.

Why can't we introduce ID plates and registration for cyclist, this would also create more jobs.

---

I see there was a meeting re facilities for cyclists yesterday but missed it.

I was cycling in the Tooting area yesterday up a hill when I was overtaken by a licensed taxi displaying a Union Jack painted on its roof when it immediately cut right in front of me, causing me to scream out loud (out of fear) because, any nearer and I could have been killed.

When a relative of mine was a taxi-driver there were strict rules and regulations they had to adhere to and I write to ask you to make sure taxi-drivers are made aware of the dangers, i.e. not only injuring someone but having their licence taken away if prosecuted.

(Unfortunately I was unable to verify his licence plate as he was moving considerably faster than I).

Yours faithfully

J Baine

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As a fair weather commuter (commute probably 30% of the time) my thoughts and concerns are below:

1) Black Cabs- some may say white vans and lorries are a menace but I find there is a lot of animosity between black cab drivers and cyclists. I have often seen black cabs cut cyclists up, drive into cycling lanes and it would often appear to be intentionally. They have very little regard for cyclists and have their own rules of the road, stopping on corners, red lines and double yellow lines.

2) cyclists - cyclists are often their own worst enemy and give cyclists a bad name. A handful of cyclists will jump red lights, vent their frustration with car users and one use the road as a race track. It would be sensible to have a campaign that enforces the law. Cyclists should learn that they are not above the law, though such a campaign should be both ways see next point.

3) Disrespect for cycling lanes - cycling lanes are often have parked lorries and cars, are used by cars and always by scooters and the cycling stopping section at intersection is used by cars / motorbikes and scooters. The cycle super highways are a joke - they suddenly stop for parking forcing cyclists to suddenly join with motorists - this seems to half hearted attempt to encourage cycling. Cycle lanes and intersections should be for the exclusive use of cyclists and this should be enforced. Hopefully mutual respect and understanding would lead to safer roads.

Kind regards

Liam Humphries

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Having started to cycle in London a few months ago and coming from Paris I must say that I feel there is a road culture problem in the UK.

In France my feeling is that road users respect a safety distance with other road users and with cyclists of 3-5 metres while here they do not and find it normal to come very close to you.

In addition, when I have a vehicle behind I feel that it does not take into account the fact that I am the one in front and do not hesitate to speed up or at least not to slow down anticipating that I see him and thus will leave him the way. In France the road user that is behind is responsible for the road user that is in front in a sense that he always has to be in control of his vehicle and is always liable for any damage caused to the road user in front of him.

Finally, cars and buses do not bother indicating in this town which is a source of great uncertainty and stress for cyclists.

Overall, I feel that cycling in London is way more dangerous than in Paris or anywhere else I have cycled so far and that it is a cultural problem notably due to too much individualism and too little enforcement.

For your information I cycle daily round trip from Brick Lane to South Kensington.

I thank you for your time and attention and hope this matter will be brought to the discussion.

Best regards,

Lucas Braunschvig

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This is a response to your request for information on cycling in London.

Cycling in London is sometimes a joy, sometimes a nightmare, but it is always an adventure. Every time you throw your leg over the bike, you never know what's going to happen. London is where I started cycling just 18 months ago and where I learned to love cycling. It is also where I've been knocked off by a white van, who casually drove off following the incident, survived innumerable near-misses and engaged in more altercations with drivers than I can count on my fingers. I've learnt what it means to be a second class citizen on the road. I see these problems frequently enough that I have now invested in a helmet camera so I can start documenting the dangerous driving and abuse I regularly see.

You can avoid these situations by cycling in such a manner as to put your own safety at risk. If you cycle in the door zones of cars, and pull over to the left as much as possible so drivers can always pass, they won't honk or hurl abuse. However, if you take the primary road position, cycle so you are very visible and control the road, you will ultimately slow a car driver down who thinks you have no right to cycle as you are. So you have a choice, put your self at risk cycling meekly, or cycle safely and engage in arguments with the drivers you hold up.

How can things get better? Very little can be achieved without a view to how London, and the UK in general, could look in the future. Imagine a city where your 10 year old child and your 70 year old mother can walk and cycle safely and without intimidation around your neighbourhood without you having to feel concerned for their safety. Imagine a city designed first with pedestrians in mind and then secondly with cycling in mind, where cars are not number 1. Where clean air and a peaceful environment rejuvenates our decaying high streets, making them wonderful places to spend time and bump into the neighbours. Once you've got your head around that much, the number of changes needed to be made to realise this vision start flowing endlessly, there is so much to be improved. I have a list of improvements needed to bring the UK/London to this vision that I wrote for a hypothetical mayor of London manifesto, I have pasted it below. I hope you find the ideas useful.

Kind Regards,  
Kristian Gregory

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As per Val Shawcross's tweet I am writing to share my views on cycling in London.

I cycle everywhere and primarily at the moment I am cycling from Camden to Parliament as I am doing a fellowship there at the moment. This journey is longer than my typical Camden to UCL and I get to experience more near-death experiences on my commute now. Unfortunately this doesn't make it more exciting, it just makes me wonder if I'll make it home alive today. You might wonder why I continue to cycle but firstly I am committed to sustainable travel and secondly, I refuse to be intimidated by motorists and in particular black cab drivers. If this costs me my life then so be it but I really hope it doesn't.

In fact, last night I was very close to being hit. Closer than I've been in a few years. The last time was at the junction of Sidmouth Street and Grays Inn Road. These lights have now been re-sequenced thankfully. Last night I was cycling north up Whitfield St (WC1) on the new cycle contraflow which I thought was wonderful until a taxi pulled out right in front of me. I screamed and thankfully somehow managed to brake and mount the pavement. He stopped but if I hadn't, he would have stopped too late and I would be in hospital. He only stopped because I screamed and he's window was open. Not because he saw me. He then looked at me and drove off. No sorry and I didn't get the chance to get his plate because I was in shock. I would like to add in the last five years I have had three major near-misses. I have mentioned two, which were both with black cab drivers. The other was with a mini-cab driver. I have never had a near miss with any other vehicle.

Taxi drivers are the real threat to us cyclists, and pot holes. Bus drivers are decent in 98% of cases and I find it easy to share the road with them. Lorries are respected by cyclists and my time spent working on construction sites and knowing the health and safety rules with regard to large vehicles helps me I think (always gain eye contact, always wave and once they wave back you move). Also a girl in my building at my former work place was killed by a lorry so I really steer clear of them. Car drivers are so so. As are motorcyclists, at least they look for you.

Back to taxi drivers. They cut you up, they drive so close they actually graze your leg with the cab (only other place I've experienced this is Saigon in Vietnam!) and they are rude - hurling vile language at cyclists and intimidating them at any chance. I don't like to tar them all with the same brush but unfortunately, most, not all, fit that bill. I have thought long and hard about why they are like this and I feel I might understand now. I work in behaviour change related to environmental behaviour and there was a project that aimed to get taxi drivers to drive efficiently (in terms of fuel consumption - gentle braking, low gears, etc). The project was a complete failure and it was because taxi drivers felt they had to race around so that their passenger feels they are being transported quickly and the taxi driver is doing his job. They do this at the cost of other road user's safety. Therefore the only way the only way to change the way they drive is to change their passengers expectations.

I would like to know why more isn't being done to make cycling in London safe?. Why more isn't being done to deal with reckless black cab drivers and why more money isn't being invested in the infrastructure? I worked as a transport planner for a couple of years and most of the traffic light sequences on London's key routes are no longer suitable for the numbers of cyclists we have now (given the increase which also shows that there is signification support for cycling). This is also anti-motorist because on some routes only a couple of cars can get through once all the bikes have gone through the green light. Surely our car-mad government and GLA can see that?

I have plenty more to say but sadly I need to continue with my work. I would be more than happy to share my views a London cyclist with you in more detail should you wish.

Best wishes,



Kristy Revell

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I am writing to you to express my concerns about the safety of cyclists in central London. Cyclist safety is a general worry in London, but recently I've become particularly concerned about the behaviour of motorcyclists.

I'll start off with two specific examples, both of which have taken place over the last few weeks:

- A motorcyclist drew up on my right in an advance stop box, indicating left. There was time before the lights changed for me to challenge his presence in the box, and request that he didn't cut across me when the lights changed. Luckily I held back when the lights changed because he did indeed turn left across me.
- Different location, different journey. A motorcyclist drew up into an ASB beside me, too quick and too close. Again I had time to challenge his presence. he insisted he had been trained to use ASBs and that he had a right to be there.

I looked it up in the highway code later and confirmed that it's rule 178 being broken in both cases. Although those examples are both slightly unusual in that I had time to talk to the motorcyclists involved, the driving behaviour exhibited was typical in my current experience. I commute from Battersea to King's Cross regularly, using cycle superhighway 8 until I get to Lambeth Bridge. I've increasingly noticed motorcyclists using space specifically reserved for bicycles, to the extent that I now see motorcycles in ASBs on multiple occasions on every journey and motorcyclists using cycle lanes, particularly the superhighway, to undertake four wheeled traffic. At two busy junctions on CS8 (the north ends of Vauxhall and Chelsea Bridges) there are now so many motorcyclists using the ASBs that sometimes there is no room for cyclists. I have never seen a motorcyclist pulled over for such infringements.

No road user is perfect, but some are more vulnerable than others, and road design needs to take account of this. How is the London Assembly tackling these issues and how is it working to make our roads safer and easier to use for all types of user?

Yours sincerely

Jenny Chittenden

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I have been cycling to work for 20 years, but two years ago I stopped. It is just too dangerous, and drivers seem to disregard cyclists more these days. I would encourage people not to cycle in London. The current mayor seems to want more people to cycle, but isn't prepared to make it safer to do so. That is just illogical.

Thanks

Craig

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You asked for my opinions on cycling in London.

I cycle everyday to work, and for other activities. I don't see cycling as a leisure activity in itself, for me it is predominantly a form of transport.

Cycling in London is awful. I feel like I am being harassed, bullied and that I am partaking in an activity that is not wanted on our roads.

I am lucky that I am young, fit and don't mind confrontation. I can sprint out of danger for other people (older, younger, not quite as fit) these situations may lead to an unfortunate collision.

The roads are clearly solely designed for cars, the nature of the junctions, size and speeds all serve to make journeys easiest by car.

There is no provision for cycling. Cyclists are expected to share the road with cars. These cars are frankly driven badly most of the time, by people who don't mind risking the lives of cyclists by overtaking too close, and too fast. Many drivers may not realise what they are doing but it doesn't make it less terrifying for me.

Roads need to be designed for a purpose and the resultant road should be fit that purpose. Residential roads do not need to be through routes, not every road needs parking, main roads need to have provision for cyclists.

I would like to see well designed, and appropriate segregated cycle infrastructure like that is seen in the Netherlands. Cycling has to be seen as a mode of transport that requires infrastructure just like cars or trains.

Anything other than "Dutch" is hot air and lip service. Contact the Dutch Embassy, ask for advice and follow what they suggest. There is no need to re-invent the wheel.

Regards,

Ciarán Mooney

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Through Cyclists in the City (<http://cyclelondoncity.blogspot.co.uk/>) I found out the London Assembly is conducting a review of cycling in London and wanted to give my thoughts:

I am a commuter and leisure cyclist in London. I started cycling to work (~5 mile distance) just over a year ago for the following reasons:

1. London Overground trains are infrequent and overcrowded
2. The tube connections would take an hour to get to work
3. 5 miles (~30mins) is a good commute for a bicycle
4. This would give me an hour of exercise per day
5. It would save me money on train fares
6. There are cycle parking facilities and showers available at my office

### **Cycle routes**

There are three routes I could take to cycle to work.

First is through back streets through Fulham, which I take most days. This brings me a short distance along Trinity road which is very busy and I am often scared by the large trucks that go past me at speed. Most disappointing about this is that even though there is a huge amount of road space (3 car lanes on each side, plus a large bank in the middle of the road plus very wide grassed verges AND pedestrian paths along his road, there is no segregated cycle way or even any provision for cyclists. The rest of the cycle is largely on back streets, although they are still quite busy. This is fine when I cycle at a good speed but when I want to cycle at a more leisurely pace (when not dressed in exercise clothing) it is daunting as there is no

space for cars to overtake you so they end up honking their horns behind you or making unsafe manoeuvres to overtake. I would not want my children or grandmother to cycle on this route.

The second route is along Fulham road. I do not feel safe on this road. I would not recommend it to anybody.

The third route is the along the south Thames path and then across Hammersmith bridge. Most of this is a lovely route (although I still have the Trinity road issues above). In summer it is very busy with pedestrians/runners along the path as well. I do not feel particularly safe crossing Hammersmith bridge (as the road width varies as you go across it) or going through the Hammersmith Broadway roundabout which has cars coming from all directions! I would recommend most cyclists dismount at this point, but that adds an extra 10 minutes to my journey time which is quite unacceptable.

I have also cycled in other parts of the city and in general I find the infrastructure in London unacceptable. Cycle paths may exist for a few hundred metres, but then they come to a dead end leaving the cyclist unsure of where they should be and also left in dangerous positions on the road. The superhighways are good in that they raise the profile of cyclists, but they are not safe and too much of it shares lanes with buses, parked cars or the left hand lane of traffic putting cyclists at risk.

### **Cyclists**

I recognise that there are some perceptions about cyclists – for example, that they always run red lights. Yes, some cyclists run red lights – just as many cars, minicabs and buses run red lights! I, personally, choose to obey the traffic light signals as I do not feel it is safer to cross on a red light. I will sometimes dismount to cross at a pedestrian crossing if that is going to be quicker than waiting on the road.

I see more cyclists, both on the road and using the facilities in the office, this summer than I did last summer. I took part in the London to Brighton bike ride with 27,000 other cyclists a few weekends ago. Cycling is becoming more and more popular, but there are key reasons why it is not as popular as it could be and that is safety of the cyclists on the bike and safety of the bike due to a lack of bike parking spaces in the city.

### **Car drivers**

I find cars consistently stopping in the green cycle boxes in front of traffic lights, leaving no room for cyclists. Cars honk their horns at me or yell out of their window for no reason other than the fact I am on the road and they have to go around me. One car nearly reversed into me when I was stopped behind it (as it was in the cyclist box) and then proceeded to yell at me that I was in the wrong place!

Car drivers don't want cyclists on the road, so why don't you help them and get us off it by giving us segregated bike lanes!

Regards,

Ms Aoibheann Rogers

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In response to your query for suggestions/questions before the public meeting, I think it may be important to address a few things. Firstly, in the more congested areas, there seems to be a lot of confusion about what parts of the road cyclists have vis-a-vis buses. The bus and cyclist relationship, due to the fact that in most of the larger traffic arteries they share the same or similar space on the road, I've found leads to larger issues for cyclists such as:

1) When cyclists are occupying the leftmost, or near-leftmost portion of the road and a bus stops in front, it's confusing, and potentially dangerous. The cyclist has a few options:

- a) Continue to the left of the bus, endangering passengers getting on and off
- b) Go around to the right and risk getting clipped by faster moving traffic

and less obvious, **c) Waiting behind the bus**, while this seems the most correct, and safest option, it has downfalls too. Waiting behind the bus and inhaling it's fumes while it idles and re-embarks on the route is gross, and probably unhealthy. Further, buses are generally faster than cyclists but make far more frequent stops. I've been in situations where I'm stuck behind a bus the entirety of Kingsway in Central London that I cannot safely pass. All the starting and stopping makes for an unhealthy commute for the cyclist and inefficient and from a time standpoint. Not to mention it's not a very good riding experience starting and stopping as much as the bus does.

I think point C leads to a lot of accidents because frustrated cyclists pursue weaving through traffic to avoid these problems.

Obviously there's no easy answer this. Certain areas have dedicated lanes for cyclists which are great, but this would be impossible for the entire city. I guess this is my impression of why some cyclists are discouraged about doing so more often. It's either a waste of time (and perhaps unhealthy) or, potentially very dangerous.

Thank you for your time,  
Andrew Holt

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## Well-designed cycle facilities

Useless or even unnavigable cycling facilities are commonplace. It would seem they been designed by traffic engineers who have little-to-no personal experience or understanding of riding a bicycle.

Cyclists should be consulted before any cycle facilities are commissioned.

## Joined-up cycle network

A cycle facility will only be successful if it forms part of a useful route. Often high-quality cycle facilities are under-utilised because they exist in isolation.

New cycle facilities should focus on joining up already bicycle-friendly routes.

## Education

Many drivers and inexperienced cyclists know little of the highway code applying to cycling.

If this were more widely understood, it could solve a lot of confusion about etiquette when sharing the roads.

Regards,

Andy Brice

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I am all for cycling in the city it can change a city from a polluted congested place to one that is much better, but I feel cyclists should be kept separate from others especially pedestrians.

To further develop cycling in London a shift of attitude is required by all but at the present time I feel this is with the cyclists. What has led me to this is recent issues along the road I work on.

Broadway Market in Hackney is having major road works done to improve the Broadway which will give a new road and pavement all to be on the flat so no raised pavement, during these road works there has been only the pavement available to access the shops etc and there are clear signs to redirect the cyclists around a small side road back onto the main road and clear signs for cyclists to dismount if coming along the Broadway, yet a large percentage continue to cycle along the pavement about 50 or more a day weaving past pedestrians and there have been numerous near misses, people coming out of the shops easily fall foul of the cyclists especially the young and the elderly. Also during these works I watched several cyclists try to get past a large reversing lorry as though their lives depended on it one of whom very nearly hit his head on the lorry.

The highways department is aware but at a loss to control this dangerous activity my emails to the local police proffer no response and although this dangerous affair is well known there is no control brought to bear.

Maybe because this is a short term road works 3 months but it actually highlights a deep attitude by cyclists that only they are important or at risk, it would seem that pedestrians and cyclists are not able to be in the same area so which should go?

Having been in Sweden this year I at no time felt intimidated by cyclists no abuse was thrown at me no one cycled like they were on a time trial and they showed an awareness of the road and other users, what makes the local cyclists so aggressive and disrespectful and why does no one attempt to improve them.

Alison Courtney

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I moved to London in October last year from Copenhagen. Being used to commuting to work on my bike every day I was determined to cycle around London as much as possible. Cycling in London has however been a bit more of a struggle than I expected. These are my main concerns:

#### 1. Safety:

There are very few actual bike lanes. The ones that exist are very often used by cars as well. This means that you are always very close to cars/busses. Drivers in London are not used to looking out for cyclist. I often find that they consider me more of a nuisance than a fellow commuter - that is if they see me at all! This had led to some very close calls.

Possible solutions: More 'actual' bike lanes. More focus on cyclists in traffic in general (maybe a slight change of rules in traffic?), teaching new drivers to look out for cyclists, campaigning for cycling to be a form of commuting equal to taking the bus/tube.

#### 2. Risk of theft :

Most cyclists have had their bike or part of their bike stolen. It's not always enough to have one or more safe locks. You also need something to lock your bike onto.

Possible solutions: More bike racks in the streets, more bike racks at stations (possibly even inside some of the bigger stations).

Best regards

Rikke Oberlin

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As per your website, please find below some suggestions as a cyclist in London for your forthcoming meeting.

There are clearly numerous benefits in cycling over other forms of road transport, so I struggle to understand why traffic flow and parking convenience are prioritised over cycling, and particularly cyclist safety.

I think London should have an ambition to have cycle lanes on all major roads and 20mph speed limits on all minor roads without cycle lanes.

All cycle lanes should be proper cycle lanes - not with broken lines or a bit of blue paint that drivers largely ignore.

Cycle lanes should be as continuous as possible, not interrupted by parking spaces which cause us to pull out into faster moving traffic. For the same reason taxis should not be allowed to stop in cycle lanes.

Bus lanes are a relative safe haven for cyclists - taxis should not be allowed to use them as they cause congestion, drive aggressively and produce particularly unpleasant exhaust fumes. Bus lane restrictions should apply at all times - many cyclists in London commute after 7pm when bus lanes are used as undertaking lanes by aggressive drivers.

Better training for coach drivers is needed - they seem to have no idea how long their vehicles are.

There should be more restrictions on HGVs, particularly construction type vehicles. Even as an experienced cyclist it is quite unnerving sharing the same road space as them.

One reason people cite for not cycling to work is the lack of facilities. Maybe a scheme of government grants or tax incentives for work places to provide secure cycle parking and shower facilities would increase numbers cycling? This could be paid for by expanding the congestion charge or a tax on taxi journeys.

On a positive note the Barclay's Cycle Hire scheme is excellent, please keep rolling it out across the city!

Adam Hunt

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Hello, and thanks for seeking the views of London cyclists. I cycle on my daily commute (3 miles each way in E11/E10/E3) and would like to use my bike for all my travel around London but find anywhere inside the Circle Line simply too terrifying except late at night.

As far as I'm concerned there are two things that simply must be done, no ifs or buts, to improve cycle safety and make cycling attractive:

1) Proper Dutch-style infrastructure, with segregated lanes where possible, wide on-road lanes where not and separate traffic-light phases at junctions. Yes, this will mean taking road space (and possibly pavement parking space) away from cars. Too bad. I fail to see why motorists are treated as a privileged class above all other Londoners.

2) The police must be ordered to enforce the traffic laws It's very clear to any cyclist that the police simply aren't interested in this - there's no point reporting dangerous driving, even where for instance a cyclist is deliberately run off the road by a white-van man or minicab driver. Drivers can jump red lights with impunity, turn left across cyclists who have the right of way, invade ASL boxes at junctions, break the speed limit, or overtake dangerously on narrow stretches of road, and they know they will face no punishment unless they kill someone - and even then it will probably only be a lesser charge.

I don't know if there has been a deliberate policy decision not to prosecute motoring offences, or if the Met can't be bothered. But either way this has to be addressed.

Thank you  
James Eagle

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This is in response to an article on your website [http://www.london.gov.uk/who-runs-london/the-london-assembly/assembly\\_investigation/cycling-london](http://www.london.gov.uk/who-runs-london/the-london-assembly/assembly_investigation/cycling-london) asking for barriers to cycling in London.

## **Commuting**

From my perspective, there are 2 types of bike commuter in London – those who want to get to work as quickly as possible so will use all the busy roads and those who want to get there using the quietest roads possible. For the 1<sup>st</sup> type, you just have to make sure that there is cycling provision, particularly at busy roundabouts like Waterloo (which must look very scary to a non-cyclist thinking of commuting by bike this summer).

For the 2<sup>nd</sup> type, this is where local councils have to take some responsibility. I live in Greenwich so my route to work should take me through Greenwich Park (mostly closed until the autumn), through the foot tunnel (where there is a debate about how to approach the entrance and the new lifts are temperamental at best) followed by – ideally – a ride along the Thames Path. Unfortunately, much of this path is blocked – particularly around Canary Wharf – so cyclists are forced onto the main roads.

What I would like to see is that if any part of a cycle route – such as the Thames Path which is used by many of us – is blocked then the local authority are obliged to provide a suitable alternative (unlike what Greenwich council have done and forced people onto the Blackwall Tunnel approach for much of this year and last).

## **Access**

Try having some cycling in the royal parks – if the parks workers can get around in cars then why are bikes banned? TFL and the mayor's office also need to bring in policies that encourage cycling outside of zone 1 – encourage families to cycle in the parks or along the river during the school holidays.

## **Safety**

I'm fed up in seeing signs of accidents and police asking for witnesses. I'd like to see all major roads and intersections have CCTV coverage. Then, when a driver hits a cyclist and drives off (as has happened to me and numerous other cyclists) then we can get evidence to prosecute them. There needs to be more prosecutions of drivers who hit cyclists and the punishment – given that there are fatalities involved every year – needs to fit the crime.

## **Road surface**

This is a massive problem for cyclists and I don't see progress being made. Many of the roads around Woolwich and Charlton are full of potholes and we rarely see improvements made. I know about the smart phone app to report a pothole but many of us don't have them so we can't report them. I've had a number of buckled wheels over the years which could have been prevented if local authorities did their jobs properly.

## **Recent changes**

The cycle hire scheme and the superhighways may have made the headlines but don't really fix the problems – particularly as the CS routes aren't finished and don't cover most of the capital. The cycle hire scheme is limited, at best, and clearly ignores vast areas of London (I don't think it goes beyond London Bridge, for instance). I could also comment that the bikes themselves aren't very good but that's not going to change any time soon.

I hope that many cyclists respond to your request and I hope to see steady improvements over the next few years.

Regards

John Gavin

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My opinion of cycling in London is that of someone who has cycled regularly through west, central, south and east London regularly since 1993.

When I began cycling there was little in the way of cycle lanes. The London Assembly / Mayor's office improved this situation immensely, and I found the difference of the added bike lanes almost boring, having got far too used to near death experiences on a daily basis!

After cycling to Paddington through back streets in Victoria and up through Hyde Park, from Streatham, for my job for several years, I switched in 2011 to Shoreditch, and took advantage of the new Cycle Highway, to take me around the back of Elephant and Castle, and up across Southwark Bridge, from a start at Clapham Common.

Unfortunately in February this year, an articulated lorry careered in to that bike lane whilst overtaking me and attempting to overtake other cyclists. The upshot of this is that after 20 years cycling, half my leg was either left on the road or had to be removed, I've had major surgery, my knee is still very bad and my ankle still very painful, having been exposed to the air, and a chunk of my thigh built on to it in order to save my foot from removal.

I now cannot cycle in London, given that I cannot look at my family and promise them that I will be home at night. This despite being one of the safest, most sensible cyclists I know of. Fundamentally, bike lanes which rely on all road users having a responsible and sensible understanding of boundaries, do not work entirely. I am fully aware that I am extremely lucky to be here at all. With reference to the Police's response to the crash, because I did not die, their budgets did not kick in the 'serious' level of investigation which would have allowed them to access CCTV and the like. Because of this, when the lorry driver lied, and told them I was trying to undertake him, therefore could not be held responsible, they accepted his testament and refused to take the prosecution any further.

So, my view of cycling in London is that I am intensely angry that this has been taken away from me as an option, in a situation I could do nothing about. So, my takeout, which I hope will be taken seriously, is this:



-Blue bike lanes only work for cyclists if they are clearly delineated  
e.g.: by luminous paint edging, or perhaps using motorway-style ridged paint on the outside, to warn drivers that they are entering the bike lane

-They still are not foolproof, therefore seeking for separation of cyclists should be more than just a long-term goal on routes which are also used by heavy traffic

-Legislation must back up cycle safety: lorries without safety bars and mirrors must be banned from the road. The lorry that crashed in to me dragged me under because it was not fit for purpose: it had no safety bars between the wheels, and yet still, the driver was not prosecuted

-Police attitudes must be that the blame does not lie with the cyclist, and it is for the driver to prove they were blameless. This is how the law works in Amsterdam, and it is very effective. Our current Mayor's recent assertion that most road crashes involving cyclists were the fault of the cyclist was a complete falsehood, and if anything, should have been entirely reversed. Given that the Police's views are currently entrenched (when I phoned the Police to query the non-prosecution, they couldn't even remember my own Police report, only the lorry driver's, which I could tell from the tone of voice, had been accepted without question) this change in position is a change in culture for the Police but it is much needed.

-In my particular case, if, as has been recommended by some, cyclists were given a 'head start' and were able to cycle from junctions given a 30 second / 1 minute head start ahead of traffic, so that the traffic behind would have a clear view of the cyclists in front before they started off, I would not have been nearly killed. Therefore, I would argue that letting cyclists off the block first is a sensible safety measure.

-Referring to junctions, I became sick to death in the last few years of having cycle stops at the front of major junctions invaded by lorries, taxis, buses - forcing me, as a safety conscious cyclist further in to the road, ahead of the traffic, such that they could see me. A fine exists for this. I would be very interested in knowing the Police figures for how many drivers they actually bothered fining for this offence. I have actually asked a Police Officer, whilst drivers next to me at a junction flagrantly disregarded this legal requirement, to prosecute said drivers for breaking the law. I received a shrug in return. Not their priority. Not good enough. This clear, legislated rule needs to be enforced.

Over the 20 years that I have cycled through London I have seen the number of people cycling regularly grow immensely, to the point where on some junctions morning and evening, cyclists are in the majority. This is all to the good. However, there must be a commensurate speeding up of the amount of security and safety measures in pace to enable this huge growth in cyclists to get to and from work along major thoroughfares safely. It's just not happening fast enough.

I would welcome a reply addressing the concerns outlined above and would be overjoyed to return to the streets of London to cycle, if I felt that my safety as a cyclist was being properly addressed.

Regards,

Cait Hurley

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I'm responding to the e-mail circulated by the London Cycle Campaign and to Caroline Pigeon's video message.

I cycle commute daily from South London into South Kensington and have done so for almost 15 years.

As a cycle commuter and life-long cyclist who takes part in organised and casual events, typically long-distance cycling, I have seen the conditions for cyclists on the UK's roads change over a number of years.

The perception of my colleagues when I tell them that I commute to work by bike is universally: "I would never do it, it's too dangerous"

My wife feels the same way and my children are intimidated by traffic and do not want to cycle on the roads, although both of them were happy to ride with me on the back of a trailer bike.

Traffic speeds in London are too high generally and this is especially apparent on narrow roads.

The proliferation of cars has meant that many two-way streets are effectively single-track lined on both sides by parked vehicles.

Any cyclist using single-track roads will be habitually bullied out of the way by cars from behind and oncoming traffic. Any cyclist who holds their road position (knowing that it will be inevitable that any car that passes them will soon be brought to a halt by an oncoming vehicle) faces aggression and driving that borders on psychopathic.

In slow moving traffic any regular cyclist will tell you that phone use when driving is rife and that the introduction of smart phones means that drivers, text, play games and even watch videos whilst driving. These drivers are almost never punished for this behaviour despite a growing body of research that suggests phone use is as dangerous as drink driving.

The "facilities" put in for cyclists often make no sense (see Warrington Cycle Campaigns excellent blog on useless cycling facilities <http://homepage.ntlworld.com/pete.meg/wcc/facility-of-the-month/>) and frequently place cyclists alongside large vehicles at conflict points (typically front left of HGVs at junctions). Encroachment of vehicles into ASL spaces for cyclists is universal and never punished. The design of the ASL itself is a poor compromise completed on the cheap and with no thought for intelligent road design.

So how do you fix this mess?

Slow down traffic. Make the default driving speed in London 20mph except by special permission. Enforce traffic laws for all road users.

Target mobile phone users (campaign for an increase in both the fine and the penalty - 6 points for a 1st offence seems a suitable deterrent).

Target ASL infringements. Redesign ASLs so that the primary light is further back and a smaller, lower traffic light marked up with cycling symbols is at the front. Makes the space within the ASL box into a "box junction" with an exemption for cyclists and fine drivers for infringement.

Target HGV operators (Operation Mermaid is a good example of the poor management standards within the HGV industry - bill the companies for the costs of investigating accidents involving their vehicles).

Campaign in Europe for a redesign of lorry cabs and for mandatory safety equipment.

Improve the effectiveness of the CPS and the various investigatory bodies at bringing prosecutions against vehicles involved in accidents. Introduce strict liability (as used in most of Europe).

Ensure that all cycle facilities meet basic design standards.

Improve the detection and recovery rate of stolen bicycles.

If you can introduce a change in the attitudes of drivers towards cyclists, then perhaps people will feel that they can have the confidence to start cycling and to introduce their children to the roads.

Regards,  
Dr Alex Ball

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To the person who's going to read this, I do not live or ride in London. But. I am now coming up to 63 years of age. I have ridden bicycles since I was 16. Car drivers, van drivers. Anyone in a tin top. Especially taxi's and private hire drives think, THEY own the roads. I live in Woking, Surrey. I was told, by one car driver. That he, HATE'S, CYCLIST. As they don't pay any road tax. ER. I was standing in full motorcycle leathers at the time. Right next to my 500cc . V.E.Ded. Motorcycle. He probable doesn't like bikers ether. You've go to get hold of the the cyclist and the car drivers and bang their heads together. Better still. Why don't you go over to Holland and see how they do things. I am thinking, this year to jump on a train, with one of my bikes and come up to London. To see what it's like and then ride home.

Yours Sincerely,  
Mr H E Henden.

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Are you a cyclist in London? Yes

Is the experience a joy or a nightmare? I would say mostly it's a nightmare!

What would make it better? More respect from the majority of drivers and pedestrians! I commute to work almost daily from acton to shoreditch which goes through the middle of the city. The awareness of cycling has been increasing and continues to do so but drivers and pedestrian still seem to think cyclists don't exist. The problem with pedestrians is they think they can cross the road anywhere and forget that a cyclist might be en route somewhere.

To make it better there should be segregated cycle paths for cyclists only not mixed use because mixing cyclists and pedestrians isn't going to end well! Painting a blue stripe on the road doesn't instantly make cycling safer. Cars, lorries, buses an other vehicles shouldn't be given the opportunity to drive in a cycle lane.

That is all for now.

Regards

Jason Lupton

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The personal main issue I find with cycling in London is that there is not enough reason/fear for cars to comply with the law and to make the roads safer for cyclists.

I was recently hospitalised after a black cab turned left without indicating and I flew straight over him and landed on my hands and arms, breaking one hand and one arm. The driver didn't give his details. It was right next to Hyde Park, there was CCTV, I contacted the police, and they decided that it wasn't worth investigating. My bike was damaged, I was damaged and it was a huge inconvenience. Not to mention that my confidence in cycling has almost vanished and I rarely cycle into London now.

With this kind of lax attitude towards punishing drivers, then cars will continue to drive along cycle lanes, stop at lights at the section for cyclists at the front, not indicate, drive right behind us, and overtake us with hardly any room.

I just can't understand why London can't follow the Dutch, Germany and parts of America where they have made cycling so much safer. It would mean:

- \* Less car congestion on the road
- \* People will be able to get to work quicker if they already live in London
- \* People will save money
- \* A cleaner atmosphere around London's streets
- \* Safer streets
- \* Quieter streets
- \* Fitter people which also increases mental wellbeing and esteem.

Funding roads to be more for cars will no way be better than all of the above reasons.

So I really think, for London to prove that they are forward-thinking, and for people to actually want to vote for Boris and to not be cynical about him just talking, spinning and not actually doing anything, then more has to be done for cycling.

- \* More isolated cycle lanes with a curb on either sides need to be implemented
- \* Cyclists should be able to jump red lights
- \* No taxis should be allowed in bus lanes
- \* There should be a bigger crackdown on cars behaving badly on the roads. More desperate measures:
- \* There should be an increase in congestion charge price
- \* The congestion charge should be extended to zone 3
- \* There should be more speed cameras
- \* There should be more bumps.

People don't need to use their cars as much as they do. Public transport and cycling is plentiful and have the roads clearer for them will make London function so much better. This is just so obvious!

With so much hope that this will happen,

Massimo Zeppetelli

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I am a Londoner who commutes by bike, clocking up about 60 miles per week. I have held a driver's licence for 13 years but I do not drive in London.

I am writing to make a few suggestions regarding cycle traffic; express my views on road safety; tell the committee about my everyday observations of road user behaviour.

There are several reasons why cycling should be facilitated and encouraged:

- it will reduce the amount of congestion in London, hence would allow more buses to run faster and on time, reducing the strain on the transport system
- it will reduce air pollution
- it will reduce the capital's carbon footprint
- it will greatly improve the quality of life in the Capital
- it brings health benefits to individuals.

Specific steps required:

- take every opportunity to improve cycling infrastructure and expand the capital's cycling network, putting cycle traffic first
- re-examine the design of road junctions to significantly reduce the risk of cyclists getting killed
- Develop Dutch-style cycle lanes - exclusively for bikes
- Require every new development or building refurbishment to provide secure cycle parking - otherwise planning permission should not be granted
- every organisation should be required to encourage employees and customers to commute by bike, and demonstrate results; otherwise business rates should be doubled or council services withdrawn
- Discourage doing the school run by car. Children should be socialized to live sustainably, not to be dependent on cars.

The main safety issue I encounter daily is driver behaviour:

- Many drivers leave insufficient room when overtaking, passing within inches. They are obliged, according to rules 163 and 212-213 of the Highway code, to leave as much room as they would to another car.
- Often drivers accelerate to overtake bicycles and then brake abruptly. This way they may cause the cyclist to lose balance or even cause a head-on collision with another vehicle.
- Parked cars and delivery vans frequently block bike paths.

Because these are behaviour issues, policing and enforcement might have to be improved, but in reality, Dutch-style cycle routes free from other traffic are a much better solution. Many people who do not currently cycle will do so if a good and safe cycling infrastructure is in place.

Yours sincerely,

Maria Carver

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Following the London Assembly Transport committee's request for views of what it's like to cycle in London, here are my personal views.

As a regular cycle commuter for the last 8 years and weekend fun ride cyclists I have had enough experience to form my opinions on what it is like to cycle in London.

Before I start, I want to make it clear that what I have covered is the negative side of cycling in London. I love cycling to work and at weekends, it's freeing, healthy, quicker, more reliable and generally cheaper (although once you are hooked the amount you actually spend on cycling accessories puts the cheaper element into some doubt!) and wouldn't stop doing it for anything.

So, here are my views of the top problems/dangers faced by cyclists on London's roads.

## **1. The generally accepted (bad) attitude towards cyclists.**

*Problem:*

The current attitude of the majority of motorists towards cyclists leads to careless/dangerous driving around cyclists and lack of real commitment from Government to improve cycle facilities.

*Experience:*

For me this is the main reason why our roads aren't as safe as they could be.

A 2012 study carried out for the Department of Transport back in 2002 which concludes that cyclists are seen as an out-group: <http://www.southamptontriclub.co.uk/storage/TRL549.pdf>.

This is significant and you see it every day on the roads, on blogs, article comments, social media and even in Government (cc Boris Johnson unfounded claim that two thirds of cyclist deaths are due to them breaking the laws of the road. <http://www.independent.co.uk/news/uk/politics/fatal-crashes-are-cyclists-fault-says-boris-7786179.html>).

Not only does this stall any serious consideration for creation of decent cycle infrastructure but also leads to aggressive driving near cyclists as “they don't belong on the road” or other road users feeling that they can completely ignore them and step off the pavement, pull out in front of them or over take them when there isn't room. And this is often followed up by shouting abuse at the cyclists.

I see it everyday on my commute from drivers of all vehicles and even pedestrians. Other road users, in large numbers simply see us as third rate citizens. They don't want us on the road and they don't want us on the pavements. All too often you here the calls of, “you don't belong on the roads”, “you don't pay road tax”. It's almost as if drivers are taught these standard cyclist put down's. There is no respect on our roads.

*Solution:*

We need campaigns to change this attitude; I don't believe we can rely solely on critical mass for this, it will take too long and in the meantime cyclists will continue to suffer.

## **2. Drivers simply don't know how to act around cyclists.**

*Problem:*

Drivers often put cyclists in danger without even realising they are doing it.

*Experience:*

Do I have right of way over that cyclist?

Is there room to over take the cyclists?

Do I have time to overtake the cyclists before turning left?

Can I get past the cyclists before the pinch point?

Is the traffic slowing anyway so there's no need to over take the cyclists?

How fast is that cyclist going?

Which direction is that cyclist going?

These are questions that I wish motorists would naturally ask themselves with out having to think. They should be instinctive, unfortunately they aren't. Motorists seem to revert to a simple dictum of "Must get past the cyclists as soon as possible".

Thanks to this I have been side swiped, pushed into curbs, hedges and stationary cars, all because a driver couldn't wait to get past or badly judged the space available.

*Solution:*

Introduce cycle awareness as part of the driving test. Similar to the “Give cyclists space” campaign in Plymouth (<http://plymouthcyclingcampaign.co.uk/current-campaigns/give-cyclists-space/>)

## **3. SMIDSY [or] “Sorry mate I didn't see you”**

*Problem:*

The law allows motorists to get away with killing/seriously injuring cyclists by simply saying that they didn't see the cyclists.

*Experience:*

The number one excuse, that appears to be an acceptable defence when colliding or nearly colliding with a cyclist. Every time I'm on my bike I fear the SMIDSY. Make eye-contact we are told, in my experience this makes little difference; drivers just seem to see right through you and carry on regardless.

There is a particular roundabout that I traverse every day where I can guarantee twice a week a motorist, including bus drivers, will pull out in front of me, eye contact or not.

Take a look at the SMIDSY case studies: <http://www.stop-smidsy.org.uk/case-studies>.

In European countries they have strict liability laws that in civil cases assume the larger vehicle is at fault unless proven otherwise. It is believed that this leads to drivers taking more care around more vulnerable road users.

Strict liability is misunderstood in this country being seen as "cyclists never at fault". This isn't the case and the laws are hierarchical, i.e. in a collision with a pedestrian then the cyclists would be assumed to be at fault unless proven otherwise. And the law doesn't affect criminal charges it's only relevant in criminal cases.

*Solution:*

Strict liability laws similar to those in other European countries.

#### **4. Cycle infrastructure**

*Problem:*

A serious lack of fit for purpose cycle infrastructure, what exists is more often than not unusable or even dangerous.

*Experience:*

Let's be clear about one thing straight away. The London Cycle Super highways are nothing of the sort. I challenge any one of you to ride down the length of CS8 from Wandsworth to Westminster and tell me that this is a good facility that is up to Dutch standards of cycle design.

I love the simplicity of the TFL maps for Cycle Super highways (<http://www.tfl.gov.uk/assets/downloads/roadusers/bcs8-map.pdf>), if only. The "Blue paint" appears and disappears along the full length of the route, motor vehicles have to cross over it, parked cars and bus stops block the way forcing cyclists into the middle of busy traffic creating literally hundreds of collision points along its route – the primary thing that the Dutch design out of their road infrastructure. None of this is shown on the map – why's that?

They are a complete joke, unfortunately a dangerous one. And what is the point of having a cycle lane that is only in use during busy hours? After 7pm it isn't evidently a cycle lane anymore, and any idiot in a van can legally drive in it. Cycle Super Highway? Really?

The other problem with cycle lanes, ASL's and other cycle facilities is that they are constantly used by non-cyclists (not just out of hours). Once again it's accepted that ASL's aren't really for the exclusive use of bikes – are they? Despite being backed by law (*Laws RTA 1988 sect 36 & TSRGD regs 10, 36(1) & 43(2)*).

And motorcyclists in particular see a cycle lane as a legitimate route to get passed queued traffic. Don't believe me? Just sit and watch CS8 (again) during rush hour between Lombard Road and Plough Road.

*Solution:*

Road planning must consider the needs of cyclists and pedestrians and implement Dutch style solutions.

## 5. Smoothing Traffic Flow

### *Problem:*

The Transport for London's smoothing traffic flow policy is not compatible with safety for pedestrians, cyclists or motorists.

### *Experience:*

The Transport for London's policy of smoothing traffic flow is the single reason given for NOT implementing fit for purpose cycle infrastructure on London's roads. We are constantly told that there isn't room for facilities as it will reduce the capacity of the roads. So instead more space is allocated to squeeze as much motor traffic through each and every junction, making them even more dangerous, not just cyclists but pedestrians and motorists as well.

All this despite the policy being flawed as a) Cyclists and pedestrians ARE traffic but not being considered, b) TFL's motor traffic predictions constantly prove to be over estimating, c) Safety is not part of the traffic modelling, d) Studies show that if you increase capacity it will simply be filled until you have the same levels of congestion as you started with. It isn't a long term solution.

### *Solution:*

Drop the policy and adapt a modern 21<sup>st</sup> century solution for moving people around London.

## 6. All cyclists are law breakers.

### *Problem:*

Law breaking cyclists ruin it for everyone.

### *Experience:*

This again comes down to attitude towards cyclists and the fact we are seen as an "out group". Yes cyclists run red lights ride on the pavements, do stupid things on their bikes BUT not all cyclists do, it DOESN'T happen as often as people make out and it DOESN'T cause that much damage to others – (this doesn't make it ok if you are wondering about my views).

Let's not forget that cyclists aren't the only ones that break the law.

Pedestrians are the worst at obeying the rules of the road, not looking before crossing, crossing in dangerous restricted visibility locations, walking across crossings on red, running across roads to get to the bus, not looking while plugged into their iPods.

Motorists often speed, also jump red lights, especially "just red", encroach into ASL's or across box junctions when their way isn't clear, drive while distracted (using mobile phones, eating, smoking, changing radio stations), illegally park on pavements, in cycle lanes. Not to mention the thousands of drivers without licenses, insurance, MOT certificates.

But it's cyclists that are meant to be white than white right? They are the biggest "pest" on our roads and if they want to be taken seriously then they need to stop all transgressions of the Highway Code.

### *Solution:*

Change attitudes, campaigns that show how ALL road users break the law not just cyclists. Campaigns that highlight the real statistics behind road collisions and not those made up on the spot by our colourful Mayor.

## Finally



London could be a great city to live, work and play in. Right now it isn't, it is dominated by the motor vehicle. Our streets are clogged up with polluting vehicles stuck in traffic increasingly causing drivers to become more angry and aggressive.

I urge the London Assembly Transport Committee to look to other European cities and change transport policy away from trying to increase road capacity for the sole use of motorised vehicles and improve public transport, pedestrian access, cycling infrastructure. At the same time as discouraging the use of motor vehicles.

The argument that our roads are not wide enough to accommodate cycling infrastructure falls flat when you consider that our roads were NEVER suited to the motor vehicle and never will be. Let's claim them back for everyone

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Hi I cycle every day (Barkingside to Stratford) and have cycled for years now and these are just a few ideas that come to mind this Friday afternoon:

1. Why not introduce a 'penalty points /course attendance' style deterrent for disrespectful and potentially dangerous driving, something a bit like the current speeding offences. This could be applied to situations where an accident has not occurred but could have, for instance overtaking immediately before turning left and taking the cyclist round the corner or overtaking a cyclist and then parking directly in front of them in the bike lane (that happens to me regularly due to school run parents dropping off kids).
2. Why not introduce more of a cyclist awareness component to the hazard perception part of the driving test. If there was a big section on this that was required as a compulsory pass component of the test then that would force drivers to raise their awareness.
3. The Bow Roundabout issue – I think it's a shocking waste of money, nothing would convince me it could ever be safe to use the cycle lane on that roundabout, whatever changes are made. You cannot trust drivers unless you have eye contact (that's always my personal rule) and frankly it's not that difficult to use the flyover or the pedestrian crossing. I think this kind of elaborate junction is pointless as there are so many improvements needed to so many roads that represent an 'easy wins' – this is just a chronic waste of money and effort and to me informs what is a good and bad use of the budget

Kind regards

Debbie Simone

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### 3. The cycle superhighways and segregated road space for cyclists

#### Tweets:

- How will you keep bike lanes free from stopped cars?
- Dutch Cycle Lanes <http://t.co/apX7tLA2> (unbroken and wide) vs British Cycle Lanes <http://t.co/DhHOfYmO> (speckled and narrow)
- Cycling in London would be nicer with more cycle lanes, obviously
- I'd suggest reviewing the weirder cycle paths like Torrington place, which are dangerously ignored by drivers
- What was the thinking behind removing the cycle lane bottom of Parkway Camden? Pedestrians good/cyclists 2nd class?
- Can we have a dedicated, segregated, cycle ring road with hub and spoke in London please?
- Have a look at Manchester's new cycling website and the Cycle Hubs they are proposing <http://t.co/CPT2SoY3>
- Implement physical barrier cycle path on Victoria embankment to completely separate cyclists from cars/lorries
- More cycle paths the "wrong way" on one way streets or just make all one way streets two way for cyclists
- When will there be cycling routes to Brent Cross? Crossing the North Circular by bike is dangerous and a nightmare!
- Why should I put up with boneshaking road surfaces, everyday near misses and poor provision for cycling?

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Dear Assembly Members,

Many thanks for seeking input from Londoners into your upcoming investigation into cycling in London.

I have been cycling in London for 12 years. I don't own any lycra and when I cycle I'm not trying to make any sort of statement. For me, cycling is just a practical and quick way to get around. When I'm not travelling by bike, I travel on foot, by bus, by Tube, by train, by car or by taxi - i.e. like everybody else.

But cycling in London is hard. Not hard physically, but hard mentally. Over those twelve years I've been hit three times, I've had more near-death experiences than I care to remember, I've been shouted at and I've been cut up. Cycling should be such a gentle, easy-going activity, but I've had to learn to think and ride aggressively. I'm sad to say that more mornings than not I arrive at work pumped-up and stressed - sad, when cycling is so closely associated with psychological wellbeing.

And now I'm a dad. My son is 16 months old and I've got hold of a bike seat for him to ride with me. But you know what? I'm too scared to take him out on London's roads. I realise that I feel safe enough when I cycle, because I'm fit and fast, street-wise and able to get myself out of trouble. And, I guess, because I

can handle the idea of suffering a few scrapes and bruises. But there's no way I want to put my son in that kind of danger.

So what am I to do? Buy a car and clog up London's streets even more? Break the law and only cycle on pavements? Reduce my son's sphere of life only to the streets immediately near where we live?

It's crazy that in a modern and affluent city we're still so far from designing our streets so that they work for people. To me, it's obvious. 1) The main commuter routes need proper protected cycle lanes (NOT the absurd so-called 'cycle super-highways' - Super? Highway? Can you imagine 'car super-highways' like that?). Most important, this must include proper protective measures at junctions. 2) Roads in the centre of London should be designed to prioritise people on foot and on bike and users of public transport - this means giving less space to cars. Motor vehicles are simply too big, too noisy, too dangerous and too dirty to justify allowing in such a crowded space. 3) Calming vehicle traffic in residential areas so that cycling locally becomes normal. The expectation should be that our roads are at least as much for bikes and pedestrians, as for cars. This means closing more residential roads to through-traffic. It also means ensuring safe routes to all schools.

TFL can and must lead the way on this. At the very least they must reinterpret 'traffic smoothing' as pertaining to all traffic, including those of us not in motor vehicles. They must also take seriously London's abysmal levels of pollution - people are dying because our transport authority and politicians lack the nerve to rethink the way we get about.

Come on Assembly Members! Think how wonderful it would be if our city was actually clean and safe, if people felt relaxed in it rather than threatened, harried and stressed. I look forward to following the debate!

George Graham

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To: The London Assembly Transport Committee.  
From: Gerry Platt:

## **Reducing Danger for Cyclists.**

This submission intended to cover a few issues that may otherwise be neglected.

I have been cycling in London since 1978, I've been in hit on three occasions by motorists and have had more near misses than I can count.

When cycling I am committed to model best practice as recommended by the *Bikeability* training.

Most of the aggression that I have experienced from motorists has been on narrow backstreets. This includes designated *London Cycle Routes*. In general I feel safer on wider roads where oncoming traffic does not expect me to magically disappear! One thing that would make cycling safer and more enjoyable is educating motorists about the rights of cyclists.

### **Pinch points:**



At this pinch point the width is too narrow for a cyclist to be overtaken by any four wheeled vehicle. a trained cyclist would take the centre position (between the kerb and the island) in order to prevent a motorist overtaking them. Some cyclists might think that they have to stay in the cycle lane which could result in them being overtaken dangerously.

In such circumstances the traffic island should be replaced by a zebra crossing.

It should also be noted that the cycle lane is too narrow in the first place. Motorists often pass cyclists closer and faster where there is a cycle lane than where there isn't (this is backed up by research from the *University of Leeds' Institute for Transport Studies*). If a cycle lane cannot be at least 2 metres wide, it is safer to have none at all.

Cyclists actually need 2 metres of lateral space - see LTN 2-08 chapter 2 for an explanation:

<http://assets.dft.gov.uk/publications/local-transport-notes/ltm-2-08.pdf>

1.5m is just rehashing existing crap standards that take no account of cyclists needs.

1.5m cycle lanes result in cyclists getting less space than they would otherwise.  
see:

<http://www.warringtoncyclecampaign.co.uk/report/cycle-lanes.pdf>

## Sharrows:



A sharrow, as seen here, is a much better marking. It encourages cyclists to take the lane and informs motorists of the legitimacy of this position.  
(The above example is on Green Lanes, Southbound approaching the Manor House junction. When the road was re-surfaced recently the sharrows were excluded)!

## Passing parked cars:

*"Leave plenty of room when passing parked vehicles and watch out for doors being opened."* Highway code, rule 67

So why is it so common to see these?



These are more appropriate:



### **Traffic calming:**

Where calming measures are implemented one of the consequences should be to reduce the speed differential between motorists and cyclists and therefore eliminate the need for overtaking.

I want to look at the two most common methods:

### **Speed cushions:**



The problem in this picture is that cyclists are encouraged to ride within three feet of the parked cars. Either the position of the gaps need to be changed (see below, not realistic on narrow roads?) or there should be a double yellow line three metres either side of the cushions.





### **Road humps:**

On narrow roads, where the above is not possible, are road humps are a better option?



Above is a typical London road hump. The problem here is that it not only slows down motor vehicles but that it's abrupt changes in level are hazardous to cyclists.

Ideally humps should be removed and the 20mph speed limit should be enforced. If not; this hazard should be reduced by making the hump a sinusoidal shape, the rise and fall are more gradual. Likewise the sinusoidal shape should be used at table, or raised, junctions.

Another option is a chicane system to slow traffic, with a narrow lane to allow cyclists to go straight without chicaning. This would have to be very carefully designed to make sure there was no conflict when the cycle rejoined after the chicane.

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Thanks to all the people who have commented on the first draft of this submission.

G. Platt  
6.7.2012

## Briefing on cycling safety to the London Assembly – July 2012

### Summary

- Cycling in London is more dangerous than in other parts of England and in other European cities.
- It is not hard to see why - London has a lot of traffic and the design of the roads does little or nothing to protect cyclists from it.
- Safety is the number one barrier cited by 'potential' cyclists.
- Cycling in London is growing despite the risks, perhaps partly for economic reasons.
- If cycling continues to grow but casualty rates do not fall, then the number of casualties will inevitably continue to rise.
- We cannot both grow cycling and reduce cyclist casualties with the current set of policies.
- Fortunately, we know what will work - redesigning our roads along Dutch principles.
- Every major party's candidate signed up to the London Cycling Campaign's 'Go Dutch' manifesto during the election campaign, so the principle should not be controversial.
- TfL will probably say there is not enough space for Dutch cycle lane designs in London, but we can make the space if we want to.
- Other cities in Europe and the Americas are moving ahead with ambitious plans for high-quality segregated cycle lanes: London is being left behind.
- Enforcement of the rules of the road would also improve the conditions for cycling, but the police do not currently consider it a high priority.
- Cycling safety is essentially a political choice: Whether it becomes safe and popular or whether it remains dangerous and marginal is down to the choices made by London's politicians.

### Unsafe cycling in London: Quantifying the problem

Cycling in London is more dangerous than in other parts of the country and in other European cities. The Department for Transport's official statistics show that there are 1,192 cyclists killed or seriously injured per billion miles cycled in London, compared to 904 in England as a whole<sup>1</sup>. Comparing London to other cities, the fatality rate for cyclists in London is around twice as high as in Berlin or Amsterdam.

The reason why cycling is more dangerous in London than in many European cities is immediately obvious: London has a lot of traffic and the design of the roads does little or nothing to protect cyclists from it. Cyclists in London are constantly expected to mix with heavy traffic, but cities where cycling is both safer and more popular employ a mix of traffic reduction and infrastructure that segregates cycle from vehicle traffic.

Fears over safety deter most people from cycling in London. TfL surveys show that safety is by far the most important barrier to cycling cited by potential cyclists<sup>2</sup>, and the perceived level of safety has not improved significantly over the last five years<sup>3</sup>. The lack of safe facilities also means that cycling in London is dominated by those groups more willing to take risks, ie youngish males.

### Forecast trends in cycling casualties

Nevertheless, cycling in London is growing, probably driven in large part by continuing traffic congestion (which gives cycling a significant time advantage over vehicles) and the rising cost of alternative modes of transport. While more cycling is welcome in itself, it also means that if casualty rates do not fall then the number of casualties will inevitably continue to rise.

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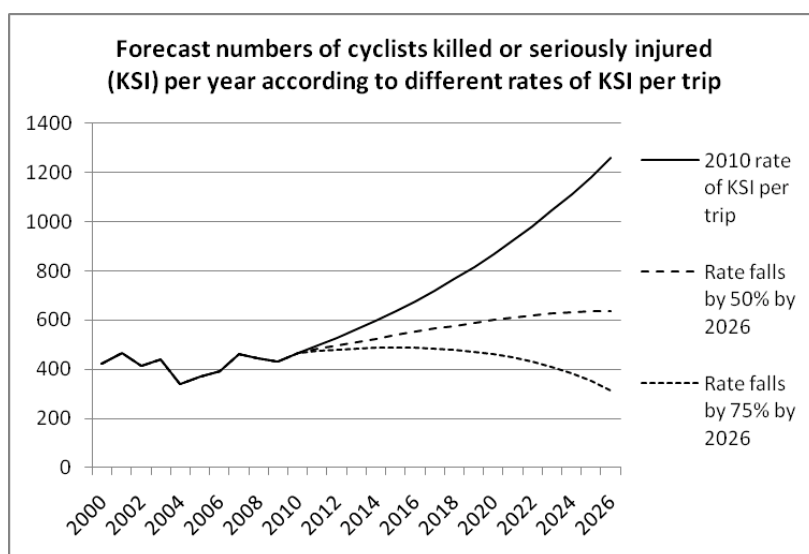
<sup>1</sup> DfT, table RAS30056

<sup>2</sup> "Amongst those considering taking up cycling, concern about safety is the most deterring factor for 69%" – TfL, Attitudes towards cycling, 2011

<sup>3</sup> TfL, Attitudes towards cycling, 2011



The chart below shows the forecast trend in the number of cyclists killed or seriously injured in London under various scenarios, but all assuming that the level of cycling increases smoothly in line with the Mayor's target of a 400% increase by 2026<sup>4</sup>.



If the current rate of serious or fatal injuries per trip is maintained (0.24 per 100,000 trips), there will be over a thousand cyclists killed or seriously injured in London every year by the early 2020s. The number of cyclists killed or seriously injured would still rise even if the rate of serious or fatal injuries falls by 50% over the period to 2026. If the rate fell by 75% by 2026 then the number of cyclists killed or seriously injured would fall to around 300, slightly below the recent record low in 2004.

This chart is simply intended to illustrate the inescapable problem, which is that we cannot both grow cycling by 400% by 2026 and bring down the number of cyclist casualties without sharply reducing the casualty rate. It seems clear that such a reduction cannot be achieved the current set of policies, which prioritise smoothing the traffic flow and accommodating motor vehicles over cycling safety. London is covered with examples of junctions and roads which are dangerous for cyclists because they have been designed to suit fast, heavy motor vehicle traffic. Unfortunately, we are continuing to build this way (see Blackfriars and Henley's Corner) despite the existence of a Cycle Safety Action Plan and Cycle Design Standards that say we should not. Current practice designs in dangerous cycling conditions, so there is no reason to be surprised when casualties rise.

### The way forward: Going Dutch

Fortunately, we know how to achieve both more cycling and fewer casualties – we need to redesign our roads along Dutch principles, which carefully design road networks to separate cyclists from heavy traffic with a mix of filtered permeability and segregated lanes. This approach is proven to make cycling safe and popular, not just in the Netherlands but in towns and cities from Copenhagen to Berlin to Seville.

Even more fortunately, there is on the face of it a political consensus around the adoption of Dutch road design principles, as every major party's candidate signed up to the London Cycling Campaign's 'Go Dutch' manifesto during the election. This *should* mean that the basic way forward is uncontroversial, and all that remains is to understand how to implement the strategy in London.

### Implementing 'Go Dutch' in London

<sup>4</sup> Note that the chart shows actual casualties up to 2010 and so does not show the large increase in 2011.

The Mayor has asked TfL to look into the application of the Go Dutch principles to London. Unfortunately, when TfL have been asked in the past about providing segregated cycle lanes in London their stock answer is that there is not enough space (without inconveniencing pedestrians and motorists), and it is very likely that they will say the same thing again now. The Assembly should not accept this answer, which is the product of institutional inertia rather than a comprehensive assessment of the real constraints<sup>5</sup>.

Many roads in London are already wide enough to accommodate segregated cycle lanes without much impact on other road users. In other cases we can make space for segregated lanes if we choose to, and indeed have already done so on routes such as Royal College St and Tavistock Place. In some cases it may be necessary to change roads to one-way traffic for motor vehicles while maintaining two-way access for cycles and/or buses.

The changes implied by the Go Dutch approach may seem radical but other cities have managed it (indeed, they are rapidly expanding their networks of high quality separate cycle lanes) and we already do it in some places, just not enough. Rolling it out on a wider basis would simply require TfL and the boroughs to think outside their 'comfort zone' of current practice. Instead of accepting TfL's standard answer of 'not enough space', the Assembly should ask TfL to identify the precise constraints to implementing Dutch standards and to develop a strategy to overcome them. The forecast trend in casualties shown above illustrates that there is no other reasonable choice.

### **Future of the Superhighways**

The Mayor's commitment to the 'Go Dutch' manifesto implies that the existing Cycle Superhighways do not provide sufficient safety to cyclists, and that any new Superhighways will be designed as segregated infrastructure along Dutch principles. The Assembly should seek clarification on this point, and recommend that future Superhighways that do not meet Dutch standards of design should not be delivered.

The Assembly should also note that high-quality separate cycle lanes can be provided at much lower cost per mile than the Cycle Superhighways already delivered, as shown by the examples of Berlin, New York, Chicago and Dublin. One important reason is that good segregated infrastructure does not require all the 'extras' associated with Superhighways such as mirrors, signage, paint, training and marketing materials.

### **TfL's junction review**

TfL will also say that they are already reviewing many junctions around London to see whether they can be made safer for cyclists. Unfortunately it is not clear which criteria TfL are using to evaluate junctions (e.g. whether they are using the Cycle Design Standards they have mostly ignored in recent years), or how far they are willing to go to make junctions safer. The problem is that TfL's current approach to road design is fundamentally flawed. Redesigning junctions along the lines of Blackfriars or Henley's Corner will make them worse for cyclists, not better. The Assembly should require TfL to show that they are incorporating the principles of the Go Dutch manifesto into their junction review.

### **Shorter-term measures**

Redesigning London's roads along Dutch principles is a long-term strategy, but in the short term there are other measures which could be taken to reduce the casualty rate. These include reducing speed limits, particularly in the centre of London, encouraging boroughs to restrict rat-running on side streets, and introducing a rush-hour ban on lorries in the city centre.

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<sup>5</sup> The Mayor's own Transport Adviser has described TfL as "a bureaucracy that would prefer to do nothing" rather than change its roads to help cyclists: see this video <http://youtu.be/YKaeq-TiTg8> at around 49 minutes in.

### **Enforcement and road safety**

In addition to the lack of suitable infrastructure, another reason for London's high cycle casualty rate is the lax enforcement of the rules of the road. Rules against speeding, dangerous driving and driving while talking on a mobile phone are all habitually flouted, while the notoriously low standards in the HGV industry go routinely unpunished. The result is an environment where those in charge of the most dangerous vehicles are frequently the worst drivers, while the most vulnerable road users feel completely unprotected.

It is not simply a problem of police officer resources. At every point in the criminal justice system there seems to be a low priority attached to investigating, prosecuting or punishing dangerous driving. As an example, the Metropolitan Police set up the Roadsafelondon web portal some years ago to make it easier for cyclists and other road users to report instances of lawless or dangerous driving. But figures published through FOI show that less than 2% of the reports made via Roadsafelondon in 2011 resulted in referrals to the Met's Traffic Criminal Justice Unit for consideration with a view to potential prosecution. Furthermore, the Roadsafelondon page has now been changed to actively discourage anyone from reporting dangerous driving except in person at a police station<sup>6</sup>. Given the tiny probability of any prosecution resulting (and the even smaller chance of a successful one), most cyclists who have been the victim of dangerous driving will presumably simply not bother.

Proper enforcement of the rules of the road is something that the police could do if they wanted to, that is if they considered it a priority. The number of road fatalities in London in 2011 was significantly higher than the number of homicides, but it seems that far more resources are devoted to reducing homicides than road deaths.

### **Summary**

Cycling is much safer and much more popular in other places because the authorities in those places have deliberately chosen policies that make cycling safer, while in London they have not. Whether cycling becomes safe and popular or whether it remains dangerous and marginal is entirely down to the choices made by London's politicians, who are in the fortunate position of having available a clear and demonstrably effective solution to a serious and growing problem. There is no excuse for not grasping the opportunity.

### **Recommendations**

The Assembly should:

- Endorse the 'Go Dutch' campaign as the way forward for cycling in London.
- Recommend that TfL revise their London Cycle Design Standards, Network Management Strategy and Road Safety Plan to reflect the principles of the Go Dutch manifesto.
- Ask TfL to identify which roads in London are wide enough to accommodate Dutch-style cycle lanes without major alteration, and which would require changes such as one-way private vehicle traffic.
- Recommend that all future Cycle Superhighway schemes incorporate Dutch-style separate cycle lanes.
- Recommend a reduction in the speed limit and a rush-hour lorry ban in Central London.
- Urge the Mayor and the Metropolitan Police to formally identify road casualty reduction as a top priority and to increase the resources devoted to it accordingly.
- In the interests of transparency and good practice, recommend that TfL publish the agendas and minutes of the Cycle Safety Working Group and the London Roads Taskforce as a matter of course.

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<sup>6</sup> Compare the current page <http://www.met.police.uk/roadsafelondon/> with this archived version <http://web.archive.org/web/20100122145420/http://www.met.police.uk/roadsafelondon/>

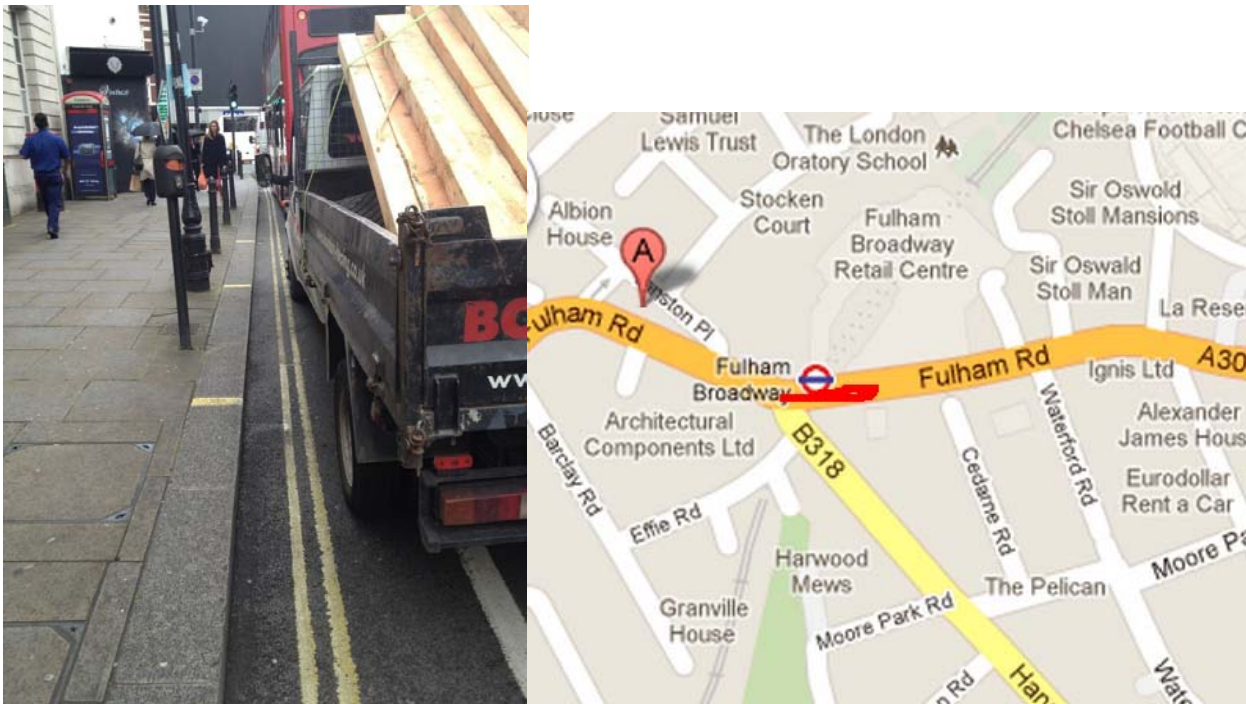
Jim Gleeson

Hi

There is an overall lack of cycle lanes and shoulders in London as it stands, however, each and every day I see those that do exist being misused.

I feel like it is time to educate both motorists and cyclists (as a fellow commuter cyclist myself I cannot stand it when cyclists break all of the rules of the road) so that we can have safer roads for all.

The below is an example of the cycle shoulder in Fulham Broadway which every single day, without fail I cannot cycle through as it is full of busses. Cars etc.



It is all fair and well for the Mayor to encourage alternative methods of transport for the Olympics, but when cyclists are facing increasing dangers because of increased numbers of people of bicycles, met with poor demarcated lanes and a lack of motorist education, I think that the city of London should put some effort into regulating these lanes (fines etc).

Just wanted to draw your attention to this!

Thanks

**Natassja Esteves**

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Good afternoon

I have seen that the London Assembly is conducting some research into the perception London cyclists have of cycling in London, and to consider the barriers to new cyclists in the city. I am 29 years old, and I cycle to work from Tooting to the City each day using CS7. I have been doing this for about 4 years almost every working day.

I think trying to convince new cyclists to the roads in London is a very difficult sell. I have encouraged friends (all female) to cycle with me, and I have only managed to convince one person that this is a viable means of transport. Most finished their ride terrified and have decided I am bonkers. I have equally debated whether I should continue cycling, as the danger feels so immediate every day.

People have lots of answers with statistics of the situation improving, or deteriorating, but this doesn't really matter - it is ultimately very daunting on the roads in London. I am treated with very little patience and have to mix with fast-moving traffic for a lot of my ride. I have used the CS7 route before and after it was a Cycle Superhighway, and there really is very little difference. Not a day goes by without some incident where someone overtakes me and turns left all-but into me, switches into my lane without checking and almost hitting me, overtakes me in very slow moving traffic forcing me to ride between them and the kerb (where I was in the main line of slow-moving traffic, and there is nowhere for this vehicle to go)...the list goes on. At present, this is something a new cyclist would have to accept and cope with - as it cannot be avoided. At weekends, CS7 doesn't exist as cars park on it for the majority of the route. I am not a fan of the cycle campaigners who use very emotive language, but these are an utter waste of time and give me no priority that I didn't have before.

There is a complete lack of respect for cyclists in London, and I don't think the Mayor's attitude helps. I honestly think there is no message whatsoever to the general public that cycling is being encouraged by the Mayor, and that people should have respect for cyclists. In fact, everything he says seems to condemn cyclists, to distance himself from them, adding to the feeling they are a nuisance. My alternative is the Northern line, which is full to breaking point at 8am on weekdays. I wish the Mayor (and others) would show some appreciation that cyclists take some pressure off a very full public transport system without increasing congestion or pollution. Why is there no pressure on drivers not to drive in London in rush hour?

I honestly think the only way to encourage cycling is to give more space and priority to cyclists, and less for private vehicles. To encourage more cyclists without doing this will result in more injuries, and more deaths. Without more space and priority for cyclists, I cannot see how you can encourage people like my friends to cycle in London. I see Katharine Harborne from Richmond Council thinks it is discussing the danger which stops people from cycling. Perhaps she should take my friends out for a cycle ride in town. They have never read a cycling blog or campaign report in their lives; they just have eyes, and can see cyclists mixed in with thundering traffic. They try it, and decide "never again".

I continue to consider my cycle commute. It is only a matter of time until I am hit, and I only hope that it is a minor accident and injury. Am I better to stop while I'm ahead?

I am very happy to answer any questions, or offer any further information you may require.

Kind regards

Hannah

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Hi

There was a section in London@Work asking for views of cyclists ahead of tomorrow's Transport Committee meeting - I would like to raise the following issues for consideration:

- I cycle regularly from Waltham Forest into central London. In Waltham Forest, cyclists are catered for with lanes and route signage; at Bow Flyover CS2 begins. However, when I cycle from Stratford roundabout down to Bow Flyover I feel like I am taking my life into my hands. On Stratford High

Street in particular, vehicles race over the flyover at 60mph (despite the signs saying it is a 30mph zone). There is a very wide pavement which could be used by both cyclists and pedestrians so it shouldn't be too difficult to set something up. I have raised this with Waltham Forest council but the reality is that they will have little power over what goes on in Newham and I feel frustrated that I can't get my views heard because I am not a Newham resident but what goes on in Newham clearly impacts on me. I think this is a good example of where the Mayor needs to get involved as it is cannot be dealt with at borough level.

- Motorists are still unnecessarily aggressive to cyclists where there is just no need for it - white vans in particular often race past you without giving sufficient room, they beep their horns if you sit in the cycle box at the front of the queue by traffic lights (when it is your right of way). I'm not sure how you can reach out to this group but it needs to be done as they are a contributing factor to people not wanting to cycle in London.
- Cyclists need some education too: obviously, not to jump red lights etc nor to go up the left side of lorries just before a junction but also many cyclists do not appear to understand how they should position themselves on the road - at junctions, they pile up on the left side of the vehicle queue rather than going to the top and moving across the green box to allow others to come up behind them. This is partly because some motorists get aggressive if you are right in front of them and they can't pull away as soon as the light goes green. Cyclists need to be educated that they have every right to use the road, that the box is designed for this, and that by lining up in the cycle path on the left instead they are putting themselves and their fellow cyclists who come up behind them in greater danger.

General comments are that CS3 attracts a notably wide variety of cyclists (not just the lycra squad) because it is a raised pathway which is clearly separate from the road. There appears to be a path following a similar model being built outside Westfield in Stratford.

If you need anything more then please just ask, as I would be more than happy to contribute to this review!

### **Eleanor de Kanter**

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I have cycled in London for over 20 years with one major accident that was a hit and run, the driver never traced. This has not put me off, but I am a vehicular cyclist who is willing to flow with the traffic and assert my presence on the road.

Over that 20 years my life has changed and I have 2 children and prior to them I also lived in the Netherlands for 3 years.

I still cycle in London but I cannot let my kids cycle around like I do and like I saw children doing in Holland. Our streets are too dangerous! The Mayor and TfL can fiddle and faff with the odd big junction or 2 and splash a bit of blue paint around but I still cannot let my kids, one of which is 10 and has done all of his BikeAbility training, cycle on our local streets to school alone.

We don't need more sticking plaster solutions we need the political leadership to create a safe environment for everyone to use our streets not just vehicles.

We need segregated cycle lanes, the space is available if you reclaim it from the motor vehicle, parked and moving.

We need to slow down vehicles in residential areas and make them realise that such roads are not there just for the convenience of driving from A to B as fast as possible.

We need to protect the vulnerable. Why is it that my 10 year old son would be equally liable, if he was involved in a collision, as the driver of a vehicle? He would have to try to prove the other vehicle was liable.

Why is the onus not on the user of the potentially dangerous vehicle to look after the unprotected. In the Netherlands they do just that with "strict liability".

We need to make everyone realise that it is possible to get on a bike and cycle in their locality. When that happens most drivers will also become cyclists and adjust their behaviour accordingly.

We need to make cycling part of the driving test and possibly lessons.

We need the Mayor and TfL to realise that by getting more people on bicycles our environment will become more pleasant and our children can become more independent.

We need to stop building second rate cycling infrastructure that is designed by inexperienced road designers and look to best practice elsewhere so we do not waste more time and money on ineffective solutions.

Our city could be a fantastic place to grow up and live in but only if we put people and not vehicles at the top of the street/road hierarchy.

My time in the Netherlands made me realise that one does need to cycle at 20 mph while keeping your wits about you and asserting your position on the road. Cycling should mean that everyone feels safe enough to get on their bike and visit the shops or their friends.

Build the proper facilities and change the mindset that we see dominating our streets at the moment and things will change. Until then it will mainly be people like me, male willing to cycle quickly with the traffic and not be intimidated, that will use a bicycle.

There is no way that my confident and BikeAbility trained 10 year old son will be allowed to cycle the streets alone as they are at the moment.

Do something it could all be so different just look at what happens across then North Sea. Cities can be so much more pleasant.

Regards

Kirk Le Voi

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After joining the Cycle Hire scheme soon after its launch I have become a regular cyclist and this has given me many benefits. In terms of my health, I have shrunk from obese to normal weight according to BMI. In terms of my knowledge of London, I have explored many new routes and discovered things I probably wouldn't have found if I had been stuck underground. It's changed my life to the extent that I now often "think bike" when planning journeys across the city.

As a 26 year old relatively confident man, I have learned to cope with the current human demands of London's cycle infrastructure. These burdens include the fast acceleration essential at lights; the requirement to be constantly hyper-alert in case of sudden direction changes by other road users; the need to learn the timing of the phases of the traffic lights on regular routes to know when it is safe to use the painted cycle lane up the nearside to include just a few. My regular commute between the office in Westminster and Liverpool St station includes Parliament Sq, Embankment and the complex junction at Bank. Each of these locations have their own challenges if you are on two wheels. It sometimes feels as if each mode of transport is fighting the others its way through the city.

In the outer boroughs, cycling and parking often come in to conflict with the potential for disastrous consequences. I know of examples in both Waltham Forest and Croydon where I suspect the only time the

painted cycle lanes were free of parked cars were the days when the cones were out to allow painting! This is not only a waste of public money but doesn't do anything to improve life for anyone.

Of course, it isn't all bad, there are some very pleasant routes largely away from the traffic. The Lea Navigation Towpath (sadly now closed as the Olympic fence was deemed not secure enough) and the 'seven stations' segregated route through Camden are two examples of reasonable routes. The towpaths of London in particular are very popular with people on bikes, to the point where the Canal & Rivers Trust are worried about conflict between the cyclists, pedestrians and boaters launching the "share the space" campaign (<http://canalrivertrust.org.uk/see-and-do/cycling/share-the-space-drop-your-pace>). These people are choosing to cycle here and not on the road for a good reason.

For inspiration, I believe we must look to study the techniques the Dutch have implemented over the last 40 years, following the "stop de kindermoord" campaign launched in 1973 (see <http://www.aviewfromthecyclepath.com/2011/01/stop-child-murder.html> for more information). This does not mean wholesale segregation of cyclists from motorised traffic as is often perceived to be the Dutch model, but a careful consideration of best practice developed through experience - we must not reinvent the wheel.

So to summarise, there are a few key points which I see as critical to removing the barriers to cycling:

- ensuring the infrastructure matches the route function - e.g. busy routes need some level of segregation
- ensuring that routes go where people want to go (and that routes are continuous)
- ensuring that conflict is minimised and that all users are considered during design

Finally, I have one more proposal for the committee: please try moving around London on a bike. If following, you would fear for the lives of your nearest and dearest if they took to two wheels, or aren't comfortable to ride yourself, then I would suggest there is further work to be done.

Kind Regards,

Alan Perryman

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First of all I want to say that I am very pleased to hear, that there is an investigation into cycling safety on London's roads going on.

I think it is a first step into the right direction.

Originally being from the cycling city Cologne, in Germany, I know how safe streets for cyclists should look and feel.

In order to improve the safety for cyclists on London's roads, TfL and other road planners need to drastically change the streets. Where ever space allows it you need to put in segregated cycle lane and I am talking about an actual physical segregation and not only blue paint on the street, because despite what everyone says, that is what the superhighways really are. The segregation of a cycle lane ensures, that no cars are parked on the cycle lane and no buses or other vehicles (such as taxis) can use them. It is not safe for a cyclist to navigate in slalom around cars which are parked on the cycle lanes. The segregated cycle lanes are extremely important to achieve a safe feeling for cyclists and to ultimately get more people to cycle - not only commuters but also families and children.

Also, it would not be very difficult to attach cyclists specific traffic lights to existing traffic light poles. But please, do not make the mistake again you made at Bow Roundabout: Putting cyclists traffic lights at the same height as car traffic lights has no effect whatsoever. The traffic lights for cyclists need to be on the



height of the shoulders, or eyes of the cyclists for them to realise that the traffic light is specifically for them.

Additionally, road users, including cyclists, need to be educated through a stricter fining system. If I jump a red traffic light in Holland, Germany or Denmark I am fined at least 50 Euros. In London, cyclists jump traffic lights in front of the police and nothing really happens. The usage of headphones and mobile phone whilst cycling should also be prohibited. If a cyclist is caught using their mobile phone or headphones on a bike in the above mentioned countries, again they are fined. The reason for this is that headphones eliminate the noise of the traffic and cyclists, just like pedestrians, depend very much on their ears in order to navigate safely through a busy city like London. If that sense is blocked, the risk for accidents increases immediately.

Furthermore, other road users need to be educated and more awareness needs to be raised for cyclists. Simply include a greater focus on cyclists as equal road users in the driving test and ensure that driving students learn about the dangers cyclists encounter with "stronger" road users.

Finally, reflectors, a bell and functional breaks should be, in addition to the white front and red rear light, obligatory for any cyclist.

I do not understand why the Mayor and local governments do not commission experts from the Netherlands and/or Germany to analyse the current safety situation in London and work with the suggestions of these experts. After all, cycling is safer on the continent and London could profit from that knowledge.

Sincerely, Laura Borner

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I am a Board Member of London Cycling Campaign and co-ordinator/chair of its Junction Review Group - and was the LCC lead on C-Hire & CSHighways - but I am giving evidence as an Independent Specialist who has worked in this (poorly understood) field for longer than most (15yrs+) in which time I have worked in over 20 boroughs on a wide variety of cycling & walking projects including 2 spells as a LB cycle officer, i.e. have been on both sides of the fence and therefore have a different perspective to some in LCC (who have not).

I was also on the first CRISP study (LCN+) and have probably engaged in more CRISPs than anyone - both as a (paid) specialist consultant and as an (unpaid) stakeholder. However, many stakeholder recommendations were never implemented by LCN+ (no reason given) and I am concerned that Junction Safety Review is going the same way. **How many will actually be implemented to (EU) 'best practice' this year ?**

**Junction** safety is very important, but its not the only issue this ctte should consider.

Safety, route quality & continuity are of course the key issues (deterrents) but there are *different* ways of providing **high quality** solutions - depending on the *type* of route; many engineers / planners fail to differentiate between them and don't grasp that the **quality criteria** for (a) greenways , (b) minor roads , (c) major roads are quite *different*.

I have worked for both Sustrans and British Waterways to open up new traffic-free off-road Greenways; a vital aspect that often gets overlooked by motor-traffic engineers, and I persuaded DCMS to allow cycling

in Kens. Gdns & Regents Pk, and persuaded the (previous) mayor's office to set up the successful Greenways programme. **Why has funding been cut ?**

**Permeability** is the key to unlocking the confusing 1-way maze that is Zone 1. Every other (successful) Cycling City starts in the centre – not London. Zone 1 suffers from being run piecemeal by 7 LBs + 3 other HAs; it needs a single highway / traffic authority and a safe coherent 'Bike Grid' of 5 or 6 routes N-S and E-W, which we agreed with the Cycle Hire team in 2009. They were keen to include it in phase 1, however the project was not approved, so only a few local upgrades occurred. This is not a 'difficult' project as it was designed to be implemented quickly on (mainly) LB roads, but it does require x-LB cooperation. Recently there has been a change of policy in Westminster so it should now be possible to expedite much more of **Bike Grid** within C-Hire phase 2. However, it would be easier to implement if the STATUS of these routes were changed to 'strategic' as per bus or red routes i.e. *they were no longer just LB roads*.

We have been here before; in 2004 after a spate of deaths at Blackfriars TRRL were asked to review the (poor) state of Cycling Provision in London – their #1 conclusion was : all Thames **bridges and their approaches** are surely strategic (cyclists can't avoid them) so, whatever else you do, ensure they ALL have proper cycle facilities : how many have in 2012 : only 2  
Bridges are often 'managed' by 2 different LBs – this does not work.

**TFL have ignored TRRL's 04 recommendations; will this review be taken seriously ?**

But we are here today because both LCN & CSuperH have failed to deliver *continuous safe* routes. They tried to do cycling on the cheap – and with no impact at all on other modes – this simply does not work – especially if you choose to put them on our most dangerous roads... the TLRN has been designed for fast, heavy traffic and HGVs / buses – it is grossly irresponsible to opt for engineering 'lite'. Poor quality 'routes' (part-time; advisory; narrow ; blocked by parking / loading bays) are less safe than nothing at all – they give cyclists a false sense of security. Having studied 'best practice' in NL, BE, DK, it is clear that we aim too low. DFT Guidelines are better than LCN Standards, but we should aim for best European practice (ref. Cycling England). But CSH fails to even meet LCN standards. LCN+ was criticised, rightly, for gaps & poor quality, but CSuperH did not aim any higher – they adopted same design stds as LCN... and then fell well short of them – see attached.

**400 hospitalisations** (or worse) per year, every year, is way too high – this carnage would not be tolerated on any other modes; those responsible would be sacked, and prosecuted.

Its instructive to drive a car in BE/NL... you are forced to slow down approaching junctions, and rdbts, and cannot overtake on the inside, nor can you change lanes at the last second. There is no doubt that UK road design encourages aggressive driving (ref. Jan Gehl); our urban A-roads need **redesign** to reduce speed differentials & **protect VRUs** – which was what CycleSuperHighways promised (ref. BJ's aims) but its not what TFL have delivered.

Deaths at Bow, etc, etc were totally predictable – a direct result of poor design. The design of CSHs gives cyclists no protection, and consistently puts cyclists in the worst possible road-position – contrary to what (TFL) trainers advise... this is (quite literally) incompetence.

**Why did TFL mngt entrust the design of CSH on our busiest roads to a team with no previous relevant experience ?** We (and the LBs) were shocked at how little they knew.

Its only luck that there are not more deaths; e.g. Oval is so obviously dangerous that (some) drivers slow down to allow cyclists to cross / merge.

Unlike the very good & open C-Hire team, who were receptive and aimed for (EU) best practice **the Highways team did not consult** at all about the CSH 'blueprint' nor on route choice. They were warned about ALL the major hazards in 2009/10 – there are 4 or 5 on each CSH e.g. Aldgate, Stratford & Ilford

gyratories (CS2) none of which have been fixed, despite promises to do so. Bow should have been the first, but it's not the place for ½ baked experiments... it is still UNSAFE. Nor did CSH2 do anything **at all** at any other junctions inc. Bishopsgate & Mile End (both fatals) – the blue paint stops well short. CS8 ditto.

But this review should not be just about junctions – every **bus stop** is a hazard – none have been redesigned. Why not? We know how to do this (ref. Royal College St; Jamaica Rd...)

**Not only did TFL ignore LCC (we are used to that on LCN) they also failed to consult LBs.**

'Consultation' is a meaningless sham if consultee concerns re safety are then ignored.

Previous recommendations of this Cttee (2m mandatory lanes) have also been ignored. CSH2 (phase 2) is no better than CSH7 (phase 1) – if anything the standard of CSH2 is worse.

Blue paint alone does not deter drivers from encroaching – why should it? it has no legal status – the Mayor promised CSH 'enforcement' – but there is nothing to enforce...

CSHs should be suitable for all ages / abilities – an indicator of their success is : how many secondary school children commute on them? They are all 'competent' cyclists by Y6... None, because the (mostly) part-time CSH lanes do not apply until after 4pm.

**Before any new CSHs are implemented, the 4 existing routes must be upgraded.** They should also be extended – how can a commuter route stop outside Zone 1?

Nor should this review be just about CSH – why is there no **LCN maintenance** programme?

The LCN was not all poor quality; approx 1/3 of it is worthless but the rest is worth saving. We have an established Route Quality Assessment method which identifies route **potential**.

The **best** LCN routes e.g. 8/9/0/22 should be considered 'strategic' (i.e. not just local) as they are well-used, cross-LB, long-distance **commuter** routes – they are better quality than CSHs, and longer. If the LCN++ had a different STATUS a lot more progress could be made.

However a key design step : route alignment **optimisation** is lacking – some of the proposed CSH routes are not & will never be viable, and there are better alternatives (off TLRN). It is far too simplistic to say : LCN bad ; CSH good – we need a "best of" network.

The notion that somehow cycle routes can be implemented at low cost with zero impact on other modes (which has been encouraged by both LCN and CSH) has to change. But there is a lot more spare capacity on our roads than TFL's models forecast – they assume worst case scenarios, and make no allowance for modal shift. Furthermore, if cycle routes alignments are optimized, the impact on other modes can be minimised.

A **quality assurance** culture is also lacking – QA is needed at every stage in the process; this does not 'slow things down' – it's far more costly to correct design errors after it's built. GLA should set quality **targets** for cycle routes, as well as much higher modal share targets; on the better existing (LCN) routes cycling already exceeds the very unambitious 5%.

**Rik Andrew**

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I cycle to work a couple of days a week from Esher to Hammersmith and it is very rare for a day to go past without witnessing an incident.

In many cases it is caused by the cyclists themselves who jump red lights, cycle erratically, and cycle irresponsibly in the cycle paths, however at least 50% of the time it is caused by the car driver who maybe has had a bad experience in the past, but it seems in many cases they drive as close to the cyclist as

possible without actually knocking them off. Most of these incidents are caused by the bad cyclists and bad drivers not the actual layout of the roads and paths. Maybe part of the frustration is that the roads are so blocked with traffic so drivers and cyclists always look for the shortcuts to get to their destination quicker. I certainly wouldn't want to drive my route to work. It would take a lot longer than my cycling journey.

It would help however if the cycle paths are cleared regularly. There is a good cycle path that runs from the end of Richmond Park (Roehampton Gate to Barnes) It is often covered in debris and sometimes glass so some cyclists end up sticking to the road. There are also two give way signs at the entrances to many of the sections of the path. These look like arrows and a cyclist the other day mistook them for that. There was a nasty argument where one cyclist was cycling in the right direction but nearly collided with the cyclist who took these as arrows and was cycling on the wrong side.

In many cycle lanes there is one large give way looking arrow that straddles both directions rather than two smaller ones that can be misleading and encourages people to go on the wrong side.

I think generally the route I cycle to work is pretty good except the section between Hinchley Wood to Kingston.

There are no proper cycle routes in this section, they are just paths marked within the road which often have cars parked in them and are dangerous as you have to go back out into the road.

Kind regards

Ruth Hutton

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Sent from my iPad Trying to cycle to Hackney Hepscoth road from Abbey Arms greenway but greenway closed what alternative safe route can I use and canal closed from Bow to Hackney no way on to Fish Island

Derek Dryhurst

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Four proposals below. I fully support the LCC 'Go Dutch' campaign but accept it can't be implemented overnight. These changes can be made immediately and would be a valuable step in the right direction.

The other Saturday evening I cycled from Brixton to Bermondsey and used the section of CS7 between Oval and Elephant. I've been a London commuter cyclist for 15 years and am a member of a road racing club - I have no fear of riding in traffic - yet I found riding CS7 on a folding bike in normal clothes on a Saturday evening thoroughly intimidating in both directions. This section is little more than a strip of blue paint down the left hand side of a bus lane and at peak times you share this with buses. However, on a Saturday evening the bus lanes are not in force and you share it with traffic travelling at high speed trying to undertake the main traffic lane. Ride on the blue paint and get regular close passes - as of course the overtakers have no space to their right. "Taking the lane" results in impatient drivers tailgating extremely close and more close passes when they decide they can squeeze past or loop around.

It struck me that there are a couple of really simple changes that would make life for people on bikes in London a lot more pleasant and that would send the message that cycling is not just for work commute trips. They won't deliver Dutch standard facilities but are a positive interim step while more substantial changes are made and would represent a significant upgrade to the Superhighways.

1) All bus lanes to be made 24/7. Large amounts of the superhighways, and the earlier LCN network, are shared with bus lanes.

2) No parking or stopping at any time in cycle lanes (regardless of other road markings or signage). CS2 suffers particularly with this - on a weekend it doesn't exist for much of its length as it's under parked cars.

Neither of these should have a significant impact on "traffic flow" as they are both in force already at peak times when traffic levels are highest. Nor should they need to incur huge consultation and analysis costs which seem to have sucked up most of the funds for the Cycle Superhighways - that work was done when the facilities were implemented. Signage can be modified at low cost and whilst road markings would need to change over time but if implemented City-wide then surely existing markings could be "over-ridden" in the short term.

These changes require political will rather than a large infrastructure spend. They would be great way for Boris Johnson to demonstrate that he really is committed to improving conditions for people on bikes and to deliver on "Go Dutch".

Two further simple measures would also make current infrastructure better -

3) reverse the decision to allow motorcycles in bus lanes. This is a significant retrograde step that makes much of the current, inadequate, cycling infrastructure, even more dangerous and unpleasant than it was previously.

4) a clampdown on infringement of ASL. We're told that this infrastructure is meant to make cyclists lives safer yet it is very rare that I get to use an ASL without sharing it with a motor vehicle. Regularly there are so many motorbikes in them that cycles are forced forward into the junction itself. My personal survey shows that I can actually use an ASL less than half the time on my own daily commute.

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I will not be able to attend the public meeting to discuss cycling but wanted to express my concern at the super cycle highway that stretches from Whitechapel to Bow (my journey to work). As a cyclist, I feel extremely unsafe using this cycle lane, as it is not wide enough to protect just cyclists, meaning cars also have to drive in it. In addition to cars blocking the cycle lane, there are also often stationary cars, roadworks and market stall equipment in them. I also question how sensible it is to encourage cyclists to use a road that lorries use frequently, rather than a quieter back road route.

Best wishes,  
Katy

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I'm not a Londoner but do know the city and worked there in the past. I think a lot of good has been done over the last few years - well done! I cycle commute regularly and can personally vouch for the many many benefits of it. London is in a position to lead the country by making cycling the default form of transport, but it will take some thinking and policies that seem radical to many; eg give road space to cyclists from cars on a large scale; close off areas to motor traffic completely; and get rid of some trunk roads or parts of them completely. Are you prepared to be radical enough? If you are, we will all have cause to thank you.

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Here is my input to the Transport Committee investigation into cycling:

As a regular visitor to London I find that cycling is often the best way to get around. I have to choose my routes carefully though and often plan in advance where I am going. It is simply too dangerous to just hop on a bike and head in the direction I want to go. I would cycle more often (and would encourage friends and family to do the same) if there were more and better cycle routes.

To meet the needs of cyclists London needs proper dedicated cycling infrastructure built to a Dutch standard that provides fast, convenient, continuous and safe routes. My experience of the so-called "Cycle Superhighways" is that they are sadly a rather sick joke at the expense of cyclists. They are no use whatsoever and probably make things more dangerous than if they weren't there at all by giving cyclists a false sense of security.

Junctions are a particular barrier to cycling in London. There may be a half-decent stretch of cycle lane along a road but then at the very point where you need separation the most you are thrown into a maelstrom of cars and lorries. As a cyclist you want to be separated from fast-moving traffic at all times so that it is not only safe but it feels safe too.

I want to be able to take my 11 year-old son on his bike to London. If we were in a Dutch city we could do this. Why can we not do this in London?

Many roads should simply be closed to motorised traffic and pedestrianised with cycle access. There also needs to be much better cycle parking and much more of it.

Non-cyclists (i.e. the vast majority of the population who don't cycle regularly) will only be encouraged to cycle if there are excellent cycling facilities for them to use that are built to a Dutch standard.

Peter Silburn

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I was pleased to hear that you are conducting an inquiry into cycle safety in London. I am 35yo, and regularly use the Barclays bikes provided by TfL and the mayor.

There are a number of major concerns about cycle safety in London which I hope you will address. Clearly most pressing is the lack of segregated cycle space on major routes. While motor traffic and cycles can mix happily on smaller, quieter back-streets, it is far harder to feel safe cycling on main London routes. Consider the route across Tower Hill for example, where cyclists are squeezed in among two lanes of fast-moving traffic, or Embankment where the so-called 'cycle lane' appears and disappears along the route seemingly at random. Junctions are also a major concern. Turning right through the Blackfriars intersection, or turning in any direction at all on the Elephant and Castle roundabouts, are scary manoeuvres to make. The Superhighways are an expensive waste of time in this regard - the otherwise adequate route along Millbank for example gives up entirely at both the junction of Vauxhall Bridge and, further along, at Chelsea Bridge. The improvements to Superhighway 2 (the worst of all) at Bow are too little too late. Therefore I suggest you seriously recommend more segregated space for cyclists on major routes, if necessary taking space away from motor vehicles. The mayor's priority to 'smooth traffic flow' takes us back a generation to an era where more and bigger roads for more cars were seen as the solution to mass transit. They are not.

Speed limits are a further concern. On London streets where cyclists, pedestrians and motor vehicles do mix, it would be appropriate to limit traffic to 20mph. This not only makes cycling feel safer, but also limits injuries in the event a collision occurs. Even on major routes in central London this should be the norm, and I believe is being considered for the City of London.

Permeability remains an issue, despite some advances. It would encourage cycling if more streets were opened up to two-way cycling, in some cases enabling cyclists to bypass the busiest motor routes. It is also

the case that two-way traffic in general works better, and so gyratories such as Aldwych should be removed. This is because as a cyclist it is difficult to move safely across lanes of fast-moving traffic.

Overall, to break down the barriers to more Londoners using bikes, streets need to be calmer, with more space for cycling, and with junctions that do not put cyclists into conflict with traffic. Increased cycling will of course also mean installing more and better bike parking (perhaps especially at rail stations). As a user of Barclays cycle hire, I wish to see a large expansion in the number of bikes and docking stations available in central London and beyond, and these should be made available to further communities as finance allows.

Thank you for taking the time to read my submission.

With best wishes,

Martin Carr

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I have a few issues that I would like raised at the meeting on the 12th July:

1) Motorcyclists routinely use the cycle boxes at traffic lights, often crowding out cyclists or cutting them up when they pull off. More needs to be done to tackle this problem.

2) The discontinuity of cycle lanes is dangerous. All too often I'm in a cycle lane and it ends in the middle of a road for no apparent reason which causes confusion for cyclists and motorists alike. If a cycle lane can't continue until a point at which it is safe to end it shouldn't be there at all.

3) More needs to be done to tackle the problem of motorists parking or waiting in cycle lanes. This causes cyclists to pull out around them and into traffic which is often unaccommodating.

4) There needs to be more cycle lanes in the middle of the road at roundabouts in order to allow cyclists to get in the correct lane to turn right safely.

Thank you,

Dr Lee Thornton

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As I am sure you are aware cycling in London could be much easier, pleasanter and, above all, safer. The Mayor has pledged to "Go Dutch", and it is this route, taking examples the World's cycling capitals, which is key to improving life, not just for cyclists, but for everyone in the capital. However, the current proposals are insufficient for the needs of London's cycling and pre-cycling population.

I have cycled in London for the last 2 years, with a commute which variously covers Brent, Harrow, Camden, Islington and Westminster.

London does seem to lead on some cycling issues, however these are on a borough-by-borough basis:

- Camden has some wonderful infrastructure, along Royal College Street and Torrington Place, my only criticism is that the lanes could be made wider, to meet the Dutch standard (4 m).
- Islington, among others, is leading the way by introducing, sensible, 20 mph speed limits on residential roads, however the police force is reluctant to enforce them, requiring cycling-incompatible speed-humps.
- Some boroughs are offering free one-on-one cycle training, however if cycling in London was actually safe the current "take the lane" focus would no longer be necessary.

So far London's governing politicians have been avoiding cycling issues by calling upon training, talking about sensors HGV or passing the buck to the boroughs.

The key to solving these issues is infrastructure, not added on at the side, or as an after-thought, but built into major roads, on the routes people actually want to use. Not a Cycle Superhighway (paint), but a Cycle Superhighway.

Finally, London should stop forgetting the outer boroughs, blighted by pseudo-motorways, half-hearted attempts at infrastructure (more paint) and gates (unsuitable for cyclists using tricycles, trailers, hand-cycles, etc.).

In the short term London needs lower speed limits, wider cycle lanes and better signposting (on the "LCN+").

But, to make London a real, World-class, cycling city, I would like cycle routes in London which are:

- segregated
- direct
- suitable for all

The Cycling Embassy of Great Britain put this best when they say:

"our aim is to make riding a bike as easy as riding a bike."

I look forward to hearing the committee's recommendations and hope that the Mayor, TfL and the Boroughs will promptly act upon whatever plan is proposed.

Yours Faithfully,

Henry Lancashire

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I've been commuting in from Bromley (BR2) for just under 2 years on and off. During that time I have been knocked off my bike twice (once by a lorry and once head on, by a car) and have had countless near misses due to either a lack of judgement on the part of drivers or them simply not being able to see us cyclists. The safety aspect of cycling in each day is a real concern, and there are very few people I know who would ever dream about cycling given the dangers it represents.

Another aspect of cycling which is frustrating is the number of traffic calming measure in place, aimed at limited or regulating motorised vehicles yet applicable to all road users.

The third and final aspect which prevents most people from cycling is the abuse or pedestrians when they walk across the street in front of you, or yell abuse and you when you try to cycle past them as they walk along a cycle path, when there is an unused pedestrian path just adjacent (I'm specifically thinking of along Bromley common on the A21 and along the Lewisham bypass).

Although I am a cyclist, I am also a car driver and a pedestrian, and therefore try to look at these issues from all points of view. The squeeze on cyclists between the three points highlighted above, combined with lack of shower and changing facilities means that most people would never even attempt to cycle into London (except for casual cycling in London on the hire bikes).

Whilst the so call cycling super highway idea in principle, I believe it is no better than the cycle "lanes" that are painted on the roads from time to time....They are the lanes that people park over, cars drive across without any thought for cyclists, pedestrians walk across and wonder why a cyclist has to serve to avoid



them, and the same lanes that appear for 30 yards, then disappear for 150 yards, then come back for 500 yards then disappear for a mile or so, etc etc.

In order to properly address the safety fear of the cyclists as well as clearly define where pedestrians have a right to walk, whilst ensure cyclists are careful to abide by the law, there needs to be a proper separation of the cycle lanes from both the roads and the footpaths – Even in Hyde Park there is a poor separation for the cycle paths (it's written on the floor but it doesn't stop people walking across and almost getting run over).

The Cycle paths should be physically separated from the roads and paths with high curbs.

The following video from Copenhagen's cycling initiatives is definitely worth looking at and offers some affordable ideas in order to increase the number of cyclist.

[http://www.youtube.com/watch?v=ZtX8qiC\\_rXE](http://www.youtube.com/watch?v=ZtX8qiC_rXE)

I trust this email is of use in looking to promote cycling in London, for without addressing the issues highlighted above I don't think we'll ever see significant numbers of cyclists commuting on the streets of London.

With kind regards

Christopher Giles

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1, undertake some level of traffic enforcement. It is pointless painting lines on the road if drivers, including the police, ignore them. I have cycled in many cities in the UK London has the most pathetic level of traffic enforcement I have ever experienced.

2, get motorbikes out of bus lanes. If no suitable cycle provision is to be made then providing some level of safety in bus lanes is a decent alternative.

3, if you are going to build cycle lanes or paint blue lines on the road add a kerbed edge to them so motorists show some level of respect for them.

4, cycle theft. The police should take this seriously. Standards for new houses and flats should be improved so that cycle stores are enclosed, secure and dry, not simply an open area with a roof within a fenced area that enables someone to get in and open the gate using a push button. The police should use bikes with trackers fitted at on street theft hot spots to catch cycle thieves. There should also be more bike registration - this is the one good thing TfL does.

Cycle provision in London is a pathetic joke at best.

The only way you will increase cycling is to make people feel safe whilst cycling. This can only be achieved by proper provision of facilities and enforcement.

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The following is considered dangerous in London.

1. Careless driving, car pulling out and doing U turns in the middle of the road forcing cyclists into their path. Cars turning left without looking for cyclists that are cycling straight on.

2. Drainage covers, some have the grills that are too wide and wheels could be trapped in them, especially near traffic lights and Zebra crossings where cyclists stop and start.
3. MAJOR concern is potholes and uneven surfaces this has caused a few punctures and a walk back home, Camden council are not interested in compensation or the process is too complicated to claim back the cost of inner tubes.
4. Cycling paths unsafe, they hold broken glass and hazardous waste, I NEVER use them, they are too close to the kerb, too close to drainage covers and covered in hazards.
5. Even careless pedestrians straying into the cycling paths without looking are a hazard, have hit TWO pedestrians who knocked me from my bike.
6. On approach to traffic lights vehicles stray onto cycling lanes preventing safe passage. I usually have to knock on car door windows to inform the driver that they are on my cycling lane but of course it is met with abuse.
7. We live in Bacton Tower block NW5, Camden Council Landlord, that has a car park, it is covered in broken glass, nails and similar hazards from Camden Council Contractors. Not only that but this car park is not maintained or swept on a regular basis without making a complaint. So from the outset we face the hazard of cycling across this car park (general area)
8. Cycling paths need to be maintained and cleaned on a daily basis, there is too much debris.

#### POSITIVES;

I have a lightweight racing bike for training, we use the Regents Park outer circle to train, it is a beautiful and pleasant ride, the problem is that there are so many stopping points that it becomes a chore. The problem is that there are very few places to train or cycle in London without coming across some sort of hazard or stopping point.

ps. Here is our blog! <http://acrusader.wordpress.com/>

kind regards,

Carl Sanders

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As per your website, please find below some suggestions as a cyclist in London for your forthcoming meeting.

There are clearly numerous benefits in cycling over other forms of road transport, so I struggle to understand why traffic flow and parking convenience are prioritised over cycling, and particularly cyclist safety.

I think London should have an ambition to have cycle lanes on all major roads and 20mph speed limits on all minor roads without cycle lanes.

All cycle lanes should be proper cycle lanes - not with broken lines or a bit of blue paint that drivers largely ignore.

Cycle lanes should be as continuous as possible, not interrupted by parking spaces which cause us to pull out into faster moving traffic. For the same reason taxis should not be allowed to stop in cycle lanes.

Bus lanes are a relative safe haven for cyclists – taxis should not be allowed to use them as they cause congestion, drive aggressively and produce particularly unpleasant exhaust fumes. Bus lane restrictions should apply at all times – many cyclists in London commute after 7pm when bus lanes are used as undertaking lanes by aggressive drivers.

Better training for coach drivers is needed – they seem to have no idea how long their vehicles are.

There should be more restrictions on HGVs, particularly construction type vehicles. Even as an experienced cyclist it is quite unnerving sharing the same road space as them.

One reason people cite for not cycling to work is the lack of facilities. Maybe a scheme of government grants or tax incentives for work places to provide secure cycle parking and shower facilities would increase numbers cycling? This could be paid for by expanding the congestion charge or a tax on taxi journeys.

On a positive note the Barclay's Cycle Hire scheme is excellent, please keep rolling it out across the city!

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I wrote in response to your request for comment of cycling provision in London.

I would really like to cycle in London but I will not because I do not regard it as a safe alternative to using public transport. We need a step change in terms of the number and quality of cycle infrastructure.

The following key challenges exist:

- 1) Inadequate segregation of cyclists and other traffic on busy roads, on smaller roads cyclists should mix with other traffic but on large roads it is essential that cyclists are made to both feel and actually be safe. This requires segregation of 'Go Dutch' quality.
- 2) Often very poor design of new cycle infrastructure. For example, Cycle Superhighway 2 is frankly farcical, on the whole it really is just blue paint and very little else
- 3) Off peak parking arrangements on Cycle Superhighways means that they offer nothing to those who aren't commuting
- 4) A lack of clarity in terms of what type of designs should be applied to cycle infrastructure so that we are all clear on what quality should be achieved, rather than the current piecemeal approach taken by both TfL and LBCs.
- 5) Politicians such as Johnson need to stop talking about a lack of space on London's roads that is apparently preventing the implementation of quality infrastructure. This argument is utterly flawed, many roads offer plenty of capacity and where they do not then road space should be re-allocated in order to promote a shift away from vehicle use.

Yours faithfully, Mr J Miller.

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I would love to cycle to and from work, and there is even a cycle super highway from Tooting to London Bridge, however it is still too dangerous.

The road from Tooting Broadway to Clapham Common is not safe at all. The Cycle Super Highway as cars parked in it, it coincides with the bus lane and the road is packed with buses, cars and lorries at all times of the day, particular the rush hour.

I am an experienced cyclist, however I prefer to pay the extortionate tube fares and get squashed on the northern line each morning than actually try and cycle.

You need to ensure that cars are removed from the cycle lanes by 7am on week days for them to be effective. You need to try and reduce traffic on the roads – I don't have the answer to this, perhaps by extending the congestion zone, however this hasn't reduced traffic in those zoned areas up until now.

Every other European city I have been to favours cyclists over cars, they seem to do it well, I don't know why we can't. Again I don't know what the answer is, but we really do not prioritise cyclists in London. Perhaps cameras in all cycle super highway lanes?

I would urge you to try the cycle super highway at 7.45am on a week day and see how you get on.

Thanks.

Shelly Beresford

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Thank you for starting a new investigation into the barriers for cycling in London. I'd like to give my experiences of the biggest barriers below.

### **Inferior existing cycle lanes and superhighways**

In the vast majority of cases, the existing provision – both lanes and superhighways – just aren't safe or inviting for new cyclists

- Many cycle lanes still include parking spaces for cars in them. No effort is made to keep the lane intact, and cycle traffic must rejoin the main flow – a danger to both the cyclist and the motorised traffic. You can see this on the superhighways through Clapham and Balham and Whitechapel, and through most borough cycles lanes/LCN+.
- Many borough/LCN+ cycle lanes are barely wide enough for a bicycle – some in the Leyton/Leytonstone area (the area I've most experience of cycling around) barely leave the gutter. This inferior size compounds the problem as many motorists assume that planners have given enough space, so close overtaking becomes the norm.
- The majority of the lanes – including superhighways – are 'advisory'. This means when the danger, perceived or otherwise, is at its greatest, such as in rush hour, then the lanes are most likely to be in use by motor vehicles, especially at junctions where cycle lanes often encroach into left turn spaces. Even worse, huge sections of CS2 and CS7 seem to have no status on the road whatsoever, with no line at the edge of the paint. How can motorists know how to act around these 'lanes' when they've no recognisable road markings attached to them?
- There's no, or little, consistency. Cycle lanes often stop without warning and restart just 100s of yards away. They jump onto pavements without signage or warning, for remarkably short distances only to expect the cyclist to give way to rejoin traffic. It's no wonder the majority of these lanes are just ignored by the few that risk cycling now. These aren't just old provision either – the cycling provision past the new Northern Transport Hub for the Olympics is pushed onto shared pavement space, and back off, with little warning and despite there being enough room on the road for standard lanes.
- Other segregated cycle provision seems to have been designed to actively discourage cycling. The Greenway from HAckney Wick to Beckton is mean to allow cycling but all entrances to the route include convoluted gate mechanisms to get your bike through to enter – provision exists but barriers are in place to use it.

### **Widespread confusion and lack of respect for advanced stop lines**

Personally I am unconvinced about ASLs as the only method of providing cycle safety – they encourage cyclists to travel up the left-hand side of dangerous vehicles in an attempt to get ahead of them, leading to some fatalities. Some boroughs seem to consider the ASL the only requirement for cycling safety. But, where they are in place they're regularly ignored by all road users. This forces the cyclists trying to use them ahead of the ASL, which further angers traffic users who nudge up more into the ASL. If they're going to be installed, they need to be enforced.

### **Appalling, inconsistent, and missing signage**

Some very good cycle routes already exist on back roads (eg, the City of London east-west route) but no signage exists to signpost cyclists to it, or to explain when to leave it to continue your journey.

In other areas, new shared or semi-segregated cycle provision is in place but the signage informing you, pedestrians and road users of the fact is non-standard. One New Change has installed a short cycle cut-through to St Pauls but no visible standard signage informs you of this – most noticeably no floor paint – the most obvious for pedestrians and cyclists. Under railway arches behind Tower Bridge the only marking for a contraflow cycle lane is an uncoloured 'cycle lane' sign cut into concrete on the path – cycling past at any speed renders it invisible. This kind of thoughtlessness by planners means some better provision is under-utilised, continuing the level of safety fears on the main roads.

### **The new planning approach for 'shared spaces'**

Cheapside is wide enough for some cycle lane provision but instead the road was narrowed and cyclists now squeeze past buses at rush hour or have to hold them up by holding an aggressive cycling position. This approach is due to be repeated on Tottenham Court Road and possibly Euston Square. Cyclists naturally move at a lower speed than most other traffic, forcing them into conflict with road users on narrow roads is a tragedy just waiting to happen.

### **An avoidance of dealing with the biggest cycling barrier junctions**

Aldgate Gyratory, Vauxhall Gyratory, Elephant & Castle, York Road/Euston Road, Bow roundabout, Stratford Gyratory – every borough has at least one major and many, many more minor junctions where the current planning approach to cycle safety is to ignore any options for cyclists. Roads are laid out for motor-traffic only and if cycle routes take you there, they'll disappear or take you on a tortuous route round them. The Elephant bypass is a gallant attempt to provide safe alternative but it's exceedingly slow, with crossing points in some positions going green less than half the number of times pedestrian points do. – it seems to be designed to actively discourage use. The Mayors superhighway routes are the worst at this, often ending at the point most dangerous for cyclists whilst encouraging less experienced cyclists to get to this point. Barrier junctions need redesigning as a priority. But putting in systems such as Elephant where the cyclist is very heavily slowed down by excessive sets of traffic-lit crossings, or crossings that very few opportunities to cross in a cycle, will mean that cyclists will become frustrated with the options available and put their bikes back in the shed.

### **Best practice in London?**

I also wanted to share where I feel London has some best practise it could build on. The segregated LCN+ route through Bloomsbury offers real protection to cyclists and I will go out of my way to use it to go east/west, and it doesn't slow down the cyclists compared to motor vehicles through that route. It's reaching capacity and real thought should be given to widening the route to allow it's use to grow.

However, a 'shared space' redevelopment along its length actually removed some segregated cycle space, putting pedestrians at risk in a high-volume cycling route – this should be reversed. Generally, this route is a showcase of where segregation and signposting can dramatically increase cycling use.

The cycle lights coming onto Southwark bridge from the north are also a good example of intelligent cycling design, and again I'll travel slightly out of my way to use this bridge as opposed to London Bridge. Lastly, Hackney's approach of closing some central sections of residential roads – making them cul-de-sacs for motor vehicles but through roads for cyclists, had led to a safe, easy network of back roads with very little outlay – some are closed crossroads but require no paint or junction control for cyclists to be able to pass through in many directions at once without difficulty.

Many thanks

Emerson Povey

Given your upcoming public session and preparation for the questions you put to the Mayor later this year I write to express my concern over the lack of action to tackle the provision of facilities to provide a safe environment for cyclists within London or to address the desired modal shift to walking and cycling desired by London's population but is prohibited by the Mayor, TFL, Central and Local Government.

I have cycled of pleasure and commuting for most of my teenage and adult life and have been commuting in London for the last 5 years. In this time I have seen barely nothing done to assist me as a fairly hardy cyclist or encourage others to make the switch to cycling or use a bike to make the short journeys they currently drive.

Within the past 12 months I have:

- Had to launch Freedom of Information requests to track complaints and get action from Wandsworth Council over dangerous road defects where I had been deliberately ignored.
- Witness four cyclists on my commute being attended to by police/ambulances, one where I could not see the state of the cyclist but I could clearly see a bike trapped under the front axle of a left turning truck.
- Seen both the Lower Richmond Road, Fulham and New Kings Road resurfaced only to have the same dangerous and inadequate cycling provision reinstated where improvements could have been made at zero cost.
- Tried using a Cycle Superhighway only to be staggered how it offered zero benefit to any cyclist as the route was full of parked cars, bus stops, stationary traffic and no adequately modified junctions.
- Witnessed Westminster Council and TFL re-engineer Oxford Circus and the surrounding area to make it near impossible for cyclists to make it from Mayfair (which cyclists are fed into from existing infrastructure) into Fitzrovia.
- Seen the KSI's rise despite there being strong consensus of what is needed by many politicians, elected representatives, cycle campaigners, employees of government and the public of the need to reverse this trend.
- Seen a convicted motorist who have killed a cyclist be given £200 fines only to run over and kill an old woman, one of a myriad of motoring offences ignored by the Police and the courts which kill and maim cyclists.

All of the above could have been avoided, I know you wish to hear from the public as to how these things can be tackled but all of the above could be solved with the will of the Mayor and central and Local government to take action over this matter.

I trust you will make progress on this matter, and begin the process of making the streets fit for people to make this change.

I have cc'd in my local MP who needed considerable cajoling to offer his support to cyclists when Parliament started looking into this matter and still offered little assistance or attention to the matter.

Yours sincerely,

George Edwards

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As someone who cycles to and from work each day (Brockley to Victoria) I welcome the Transport Committee's decision to hold an inquiry into cycling in London. As cycling increases in popularity in London but the incidence of death and serious injury is increasing faster this is as important as it is timely.

Several time each day I am confronted with motor traffic in cycle lanes (where they exist) and stopping in advance stopping zones. A major own goal has been the introduction of the "cycle super highways" without segregating the lanes from motor traffic (see Chicago for how this could be done).

The international evidence suggests that cycling in London is unnecessarily dangerous for all road users.

I urge the Committee to consider recommending the Mayor adopt these three simple proposals:

- eliminate all bicycle fatalities within 10 years
- introduce protected bike lanes
- enforce the rules, this includes tackling motor vehicles in advance stop zones and straying into cycle lanes and giving tickets to cyclists who run red lights

Kind regards,  
Jamie

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I have heard that you are taking comments on cycling in London, and I would like to make a comment about motor vehicles being parked in specifically marked cycle lanes.

I usually cycle in to work and use Bexley Road SE9 (The A210) that runs between the Avery Hill Campus of Greenwich University and Crown Woods School at 145 Bexley Road SE9. I have noticed that during term time the marked cycle lanes are choc-a-block with parked cars. They even park under the sign that says 'do not obstruct the cycle lanes'. The parking issue is primarily on the Greenwich University side of the road.

This is a busy road with lots of cars going very fast and buses too. The cars even park in the cycle lane going up a suddenly steep hill, which can be precarious for cyclists, especially when there is an impatient motorist right behind.

I have often thought of taking a picture of this, but I am trying too hard not to have a motorist knock me over or mount my back wheel. so I have thought better of it.

I note that the highway code says:

**Don't park in bike lanes**

It's *illegal* to park in a bike lane if it has a solid line, even if it's only for a minute. Even if the line is dashed, parking in it forces cyclists out into the traffic that the lane is there to protect them from. Please don't park immediately before or after a cycle lane either; it may not be illegal but it is inconsiderate.

As it is term time, I have not been able to check if this line is dashed or not, as the cycle lanes are so heavily parked with cars, so it is quite possible that it is merely inconsiderate and not illegal. Might it be possible to consider a solid lined bike lane here, as the cars are making it dangerous for cyclists and the drivers don't seem to care about the cycle lanes.

Thank you for reading this.

Yours sincerely,

Kelly Barnbrook

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The blog "Cyclists in the City" says "The London Assembly transport committee consists of politicians from the Conservative, Labour, LibDem and Green parties. I'd urge you to spend five minutes sending them an email... Here goes...

## 1. General

Please could the London Assembly endeavour to find out why, when the rest of the world, and other parts of the UK (e.g. <http://lofidelitybicycleclub.wordpress.com/2012/06/20/old-shoreham-road/>) are successfully implementing Dutch and Danish-style solutions in order to get more people cycling, and cycling in a safer environment, London planners are either ignoring the needs of cyclists

<http://aseasyasridingabike.wordpress.com/2012/07/04/a-new-arrangment-on-parkway-camden/>

or installing solutions that are so shoddily incompetent that they actually decrease cyclist safety

<http://www.islingtontribune.com/news/2012/may/new-lorry-ban-road-layout-close-home-arsenal-fc-leaves-drivers-cyclists-and-pedestrian>

And when they have found out, please could they get the authorities concerned to stop doing it, to stop a policy which compromises the environment, health and safety; and to make the city an attractive place for everyone, including tourists, and especially those who prefer active travel modes.

## 2. Particular

I'll focus on one. CS2

Ignore this if I'm wrong but I would have thought that the people visiting the Olympics would by and large be sporty types. And I would have expected that some might therefore want to use let's say Boris bikes to see some of the sights. And some might be tempted to use the cycle superhighways to get around. The blue paint is a good signpost for tourists. And where does CS2 abruptly terminate - right next to the Olympic Park at Newham. I gather from blogs that Newham have said they can't countenance any extension to CS2 until after the games. This strikes me as a missed opportunity. Can the Assembly ask Newham Council how their policy with respect to cycle lane signage will help boost the local economy during the Games.

That's all. Hope you can exert some leverage.

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Cycling in London could be great but it's not and the reason it's not is mostly poor road planning and lack of understanding of cyclists when providing cycle facilities. The three biggest issues are safety, facilities and law enforcement. They are all intertwined but let's start with facilities :

The cycle super highways are fairly rubbish the CS7 through Tooting and the CS8 on the A3205 requires cyclists to repeatedly pull out into heavy fast moving traffic as they are not continuous and stop parking spaces (even during the rush hour). The CS8 in Wandsworth requires cyclists on the oneway system (near the Grapes pub) to take a right turn off a three lane fast moving road into a narrow lane with a contraflow that has no space often with traffic coming the other way. Large swaths of the cycle super highway are essentially parking spaces painted blue like the CS7 through Clapham high-street. Also why is the CS8 only 7am - 7pm Monday to Saturday along Milbank take the signs down and replace them with ones that read 24 hours please. The old London cycle network is very badly sign posted making them near impossible and sometimes the road layout has changed (since the route was marked) making the route impossible to follow. For example route 37 as it goes through the estates behind the Grant Lane now has a set of stairs on the middle of the route meaning you can not really follow it that way. Some cycle lanes like those around



the Russel square area were really good but then they decided to take out the bricks that kept the cyclists safe and now they are hell. Its a contraflow where cyclists can turn right but there is no signs for drivers which often leads to drivers who don't know the route assuming you are breaking the rules and often driving straight at you. Bikes are often forced onto large and busy roads like the Bayswater road when there is a hugely wide path in Hyde park that with proper markings could be perfectly safe for both cyclists and pedestrians. Then there are cycle lane along a pedestrian street with repeated dismount cycle or give way lines every 20 meters is equally unusable as you have to stop every 30 seconds. The final one is to me the most baffling and that is the unusable cycle lanes such as the one over Putney bridge which has 3 possibly 4 bus stops running along it meaning its almost always during the rush our filled with stopped buses making it pointless. Dealing with major junctions such as Elephant and Castle or the Wandsworth one way system need to be take into account. Crossing Marylebone road for example is hell you are expected to take a right on a triple lane road and then wait in the center of the road (where there is no space) to cross another three lanes of traffic and this is signed as a cycle route. TFL should stop making the car the top priority at the expense of pedestrians and cyclists.

The next point is law enforcement :

I recently had they joy of having a driver try to run me over after I yelled at him for almost hitting me while he was using his mobile phone. It though I would head to my local police station and report the incident and it would be simple. No such joy its a huge effort of waiting and then the form is not suitable (207 Collision form) for cycle issues like this. This form has to be given in at a police station and you cant report this over the phone or online this lead to me taking up to 5 hours to report the incident. This is fine you might think in serious cases but it puts people off reporting minor incidents which mean that don't get a true picture of the level of incidents cased by motorists and the the true count of near misses. The police don't care about enforcing the rules of the road I have watched motorcycle and after motorcycle pull into advance stopping boxes in-front of police cars and even when I raised a complaint they told me it was not worth enforcing. I have written to the Met to complain about this attitude and just got a muddle letter about how it was difficult to enforce. I have had a community support officer on a motorbike pull into the box and when I challenged him tell me the law did not apply to him before speeding off. I have witnessed dangerous overtaking that police cars have also witnessed and watched as they do nothing about it. I have had police cars dangerously overtake me and when I complained got nothing more that blank looks. This leaves cyclists stuck as in any collision it is always the cyclist that will lose so even if we have right of way motorists will intimidate a cyclists in to yielding by revving the engine and rolling forward. How do you suppose a novice cyclist would feel about this? As even I am left in some circumstances feeling unsafe.

Both the prior points combine in the last one safety :

When I cant really on drivers to obey the rules of the road, I cant depend on the police to enforce the rules of the road and I cant depend on the facilities provided to keep me safe how am I going to feel safe? How can I be safe the cycle guides have lots of answers wear reflective gear. In my experience I could be dressed in the Blackpool illuminations and it wont stop be from cutting me up its often not that drivers don't see me its they just don't care. They want to get where they want to get to fast and they just see cyclists as in their way. The next common bit of advice is if the road is narrow ride in the center of the lane to avoid dangerous overtaking. This is fine for me as I don't care what people yell at me or how much the beep there horn but try telling this to a new novice cyclist. With a society where its appear its acceptable to harass and intimidate cyclists and no one is going to do anything about it why would you want to ride a bike. The other major safety point to add to this you have the poor state of Londons roads which are riddled with pot holes you have to weave around or drainage that does not work meaning on a (all to frequent) rainy day you have to pull out arround massive puddles. Add to this traffic calming that often brings vehicles into direct confilict for space on the road (a battle almost always lost by the cyclist) and it mounts up to a fairly award story. Really the question in London should not be why do so few people cycle but rather why do so many despite the danger.

There is a solution however, its not an easy one where every possible build cycle lanes that are segregated from the main road making them either raised or with a dividing line of bricks (like the ones near UCL and

Birkbeck). When this is not possible ensure that cycle lanes will be clear throughout the day and night and on major routes and busy roads (Such as Garret Lane or Wandsworth Bridge Road) this means suspending parking as its really not great for cyclists at night having to dodge in and out of the partial cycle lane. With regards to traffic calming always think how it would effect a cyclists and provide a cut through this apply for speed-bumps too don't put them in cycle lanes \*like on Glidon Road). Don't make part time cycle lanes they don' help. Do your best to make roadlayouts clear and make sure that road users are not left competing for limited road space. When building new lanes ensure that cyclists are consulted work with London cycle campaign they will soon tell you when you are doing it wrong. Make the police enforce the law and when they see cyclists being overtaken dangerously or intimidated by a car ensure they stop and issue the driver with tickets (same goes for those using advance stopping boxes or using the cycle lane as a bit of extra road). This combined with allowing cycling wherever possible in parks and on shared pedestrian (with pedestrian priory).

One thing I can not stress enough is that in that paint is not magic it does nothing to protect me from other road users and it does not stop cars, taxis and motor bikes taking my road space so please please please stop believe it does and build proper cycle lanes. If you want people to cycle they need to think its safe and that means people have to see that their safety has been considered in the facilities provided that currently is not the case and even in the cycle super highways cyclists are second priority to parking spaces, bus stops, cars where road space is limited, cars at junctions and taxi ranks. The image of a cyclist in peoples mind needs to be a happy person leisurely cycling to the shops or work dressed in normal cloths being perfectly safe not someone dressed as a christmas tree covered in flashing lights wearing body armor and a helmet fighting for their space on the road having cars pass them with millimeters to spare. The only way to achieve this is facilities and enforcing the law (if not straightening it)

Regards,

Sean Howes

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I am writing to you in regard to the public meeting planned for the 12<sup>th</sup> July.

My experience of cycling in London is broadly positive, I cycled to my Saturday job as a teenager and now, more than twenty years later I cycle to my 'proper' job in the City. The bike gives me a remarkable degree of personal mobility, from home or the office I can get just about anywhere in Greater London inside of an hour. My riding is almost exclusively utilitarian, I don't spend my weekends mountain biking or riding for sport.

There are two ways to improve my daily experience on the bike and one of those would also tempt my partner on to her bicycle.

Despite being praised in print for leaving the car at home, not taking up room on the tube and generally being told cycling is the right thing to do, cyclists are ignored and left to fend for themselves on the road. I receive no protection from the police and any infrastructure that I use looks like an after-thought.

The police ignore infringements of ASL's and even parking in cycle lanes with double yellow lines is connived at so long as the driver remembers to switch on their hazard lights. Even worse the police ignore drivers who speed, gamble on amber signals etc before finally we reach the point where fatal collisions are regarded by the police as inevitable and unpreventable.

So one option would be to enforce the existing law properly.

The second approach, and one that we really need if cycling is to grow, is Dutch cycling infrastructure in the suburbs.

Painting dotted white lines on the road which peter out at junctions and pinch points are not good enough. They encourage drivers to squeeze past where there is insufficient room and are shockingly expensive.

It is a canard that there is no room for Dutch infrastructure in London. To give you just one example in 2011 more than a mile of pavement on both sides of Leytonstone High road (E11) was laid with beautiful paving stones and then sacrificed for use as off-street parking. This space should have been used for a cycle path separate to the road and pavement.

The popularity of cycling in places such as Centre Parcs and the mass attendance at the London Free Wheel/ Sky Ride shows that demand for cycling exists but too many people are put off by the actual conditions on the road. It only takes one dangerous over-take to make cycling look like an extreme sport.

So in brief, if you want to grow the modal share of cycling in London please build proper infrastructure. While it is being built tell the police to enforce the traffic law.

Thank you for reading my letter.

Bill Gentry

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To: The London Assembly Transport Committee.

From: Gerry Platt: \_\_\_\_\_

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Reducing Danger for Cyclists.

This submission intended to cover a few issues that may otherwise be neglected.

I have been cycling in London since 1978, I've been in hit on three occasions by motorists and have had more near misses than I can count.

When cycling I am committed to model best practice as recommended by the *Bikeability* training.

Most of the aggression that I have experienced from motorists has been on narrow backstreets. This includes designated *London Cycle Routes*. In general I feel safer on wider roads where oncoming traffic does not expect me to magically disappear! One thing that would make cycling safer and more enjoyable is educating motorists about the rights of cyclists.

Pinch points: [photographs supplied with the original submission]

At this pinch point the width is too narrow for a cyclist to be overtaken by any four wheeled vehicle. A trained cyclist would take the centre position (between the kerb and the island) in order to prevent a motorist overtaking them. Some cyclists might think that they have to stay in the cycle lane which could result in them being overtaken dangerously. In such circumstances the traffic island should be replaced by a zebra crossing. It should also be noted that the cycle lane is too narrow in the first place. Motorists often pass cyclists closer and faster where there is a cycle lane than where there isn't (this is backed up by research from the *University of Leeds' Institute for Transport Studies*). If a cycle lane cannot be at least 2 metres wide, it is safer to have none at all.

Cyclists actually need 2 metres of lateral space - see LTN 2-08 chapter 2 for an explanation:

<http://assets.dft.gov.uk/publications/local-transport-notes/ltn-2-08.pdf>

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1.5m is just rehashing existing crap standards that take no account of cyclists needs.

1.5m cycle lanes result in cyclists getting less space than they would otherwise.

see: <http://www.warringtoncyclecampaign.co.uk/report/cycle-lanes.pdf>

Sharrows: [photographs supplied with the original submission]

A sharrow, as seen here, is a much better marking. It encourages cyclists to take the lane and informs motorists of the legitimacy of this position. (The above example is on Green Lanes, Southbound approaching the Manor House junction. When the road was re-surfaced recently the sharrows were excluded)!

Passing parked cars:

*"Leave plenty of room when passing parked vehicles and watch out for doors being opened."* Highway code, rule 67

So why is it so common to see these?

These are more appropriate:

Traffic calming:

Where calming measures are implemented one of the consequences should be to reduce the speed differential between motorists and cyclists and therefore eliminate the need for overtaking.

I want to look at the two most common methods:

Speed cushions:

The problem in this picture is that cyclists are encouraged to ride within three feet of the parked cars. Either the position of the gaps need to be changed (see below, not realistic on narrow roads?) or there should be a double yellow line three metres either side of the cushions.

Road humps: [photographs supplied with the original submission]

On narrow roads, where the above is not possible, are road humps a better option?

Above is a typical London road hump. The problem here is that it not only slows down motor vehicles but that it's abrupt changes in level are hazardous to cyclists.

Ideally humps should be removed and the 20mph speed limit should be enforced. If not; this hazard should be reduced by making the hump a sinusoidal shape, the rise and fall are more gradual. Likewise the sinusoidal shape should be used at table, or raised, junctions.

Another option is a chicane system to slow traffic, with a narrow lane to allow cyclists to go straight without chicaning. This would have to be very carefully designed to make sure there was no conflict when the cycle rejoined after the chicane.

G. Platt  
6.7.2012

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Many thanks for seeking input from Londoners into your upcoming investigation into cycling in London.

I have been cycling in London for 12 years. I don't own any lycra and when I cycle I'm not trying to make any sort of statement. For me, cycling is just a practical and quick way to get around. When I'm not travelling by bike, I travel on foot, by bus, by Tube, by train, by car or by taxi - i.e. like everybody else.

But cycling in London is hard. Not hard physically, but hard mentally. Over those twelve years I've been hit three times, I've had more near-death experiences than I care to remember, I've been shouted at and I've

been cut up. Cycling should be such a gentle, easy-going activity, but I've had to learn to think and ride aggressively. I'm sad to say that more mornings than not I arrive at work pumped-up and stressed – sad, when cycling is so closely associated with psychological wellbeing.

And now I'm a dad. My son is 16 months old and I've got hold of a bike seat for him to ride with me. But you know what? I'm too scared to take him out on London's roads. I realise that I feel safe enough when I cycle, because I'm fit and fast, street-wise and able to get myself out of trouble. And, I guess, because I can handle the idea of suffering a few scrapes and bruises. But there's no way I want to put my son in that kind of danger.

So what am I to do? Buy a car and clog up London's streets even more? Break the law and only cycle on pavements? Reduce my son's sphere of life only to the streets immediately near where we live?

It's crazy that in a modern and affluent city we're still so far from designing our streets so that they work for people. To me, it's obvious. 1) The main commuter routes need proper protected cycle lanes (NOT the absurd so-called 'cycle super-highways' – Super? Highway? Can you imagine 'car super-highways' like that?). Most important, this must include proper protective measures at junctions. 2) Roads in the centre of London should be designed to prioritise people on foot and on bike and users of public transport – this means giving less space to cars. Motor vehicles are simply too big, too noisy, too dangerous and too dirty to justify allowing in such a crowded space. 3) Calming vehicle traffic in residential areas so that cycling locally becomes normal. The expectation should be that our roads are at least as much for bikes and pedestrians, as for cars. This means closing more residential roads to through-traffic. It also means ensuring safe routes to all schools.

TFL can and must lead the way on this. At the very least they must reinterpret 'traffic smoothing' as pertaining to all traffic, including those of us not in motor vehicles. They must also take seriously London's abysmal levels of pollution – people are dying because our transport authority and politicians lack the nerve to rethink the way we get about.

Come on Assembly Members! Think how wonderful it would be if our city was actually clean and safe, if people felt relaxed in it rather than threatened, harried and stressed. I look forward to following the debate!

George Graham

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I wanted to add my personal written views for your survey of cycling in London. Some background; I have worked full time in London, from an office base in London 2 days per week and as a visitor for meetings etc. I use a Brompton when I cycle because I commute in from Didcot Station into Paddington if Central London but other stations as appropriate for my journey.

I think I can usefully respond to 2 of your questions:

*What are the main safety concerns of cyclists in London?*

Personally, my main safety concerns are:

Firstly, the apparent priority given to/taken by motor traffic in London. A bike is best ridden in a straight line and with as few stops and starts as possible. Every change of direction and each start and stop is an opportunity for an accident. However, most cycle routes and cycle facilities are stop-start, routed around complex road systems in back streets often emerging onto or across busy road and their nature changes at political boundaries between boroughs. In contrast, motor vehicles are given red routes, one-way streets

and speed enhancing slips from main arteries. Added to this are the frequent parking of vehicles across cycle lanes, black cabs suddenly stopping in cycle lanes, and the many motor vehicles which ignore red traffic lights. In some 10 years of cycling in London I have never heard of nor witnessed a motor vehicle being stopped, warned or prosecuted for these, whereas I have been stopped by a police officer for pushing my bike along the pavement whilst trying to find an address!

Then there are the un-announced cycle lane closures due to various events and major road works and building projects which all throw the cyclist back into the main traffic flows.

My experience is that this encourages an atmosphere where the motorist is king and cyclist shouldn't be there. What this does in my experience is gives some inherent authority to motor vehicles to take risks with cyclists. For example, black cabs seem to believe they can stop in the forward cycle bays at traffic lights, all traffic is happy to overtake and then turn left across a cyclist's path and lorries can it seems, get away with murder.

Secondly, the condition of cycle lanes is often worse than that of the road and certainly is frequently very poor. It would appear that insufficient money is spent on cycle lanes surfaces to keep them in a safe condition. A pothole, ridge or bump in a cycle lane along the edge of a road is a significant hazard to a cyclist. The need to keep eyes on the road surface as well as on the traffic adds to the safety risks. This is especially a problem in wet weather when road damage is submerged under puddles. I witnessed a cyclist thrown from his bike by a submerged pot-hole; he fell badly, dislocated his shoulder and had to be taken to hospital by ambulance. Thankfully no one else was involved.

*How are cyclist groups engaged in decision-making to improve cycle safety?*

I am a member of CTC and have been a member of the London Cycle Campaign. I am sure you will get a formal view from both these organisations, but my impression is that they are often asked for views as an after-thought right at the end of a design process.

I hope these help your survey and I wish you the best in improving cycle facilities in London.

Regards,

Tony Duffin

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## 4. Other measures to improve cyclists' safety

### Tweets:

- I'd like helmets for Boris bikes and cycle tracks OFF the road. Trains need more bike provision.
  - Why isn't there a scheme similar to cycle2work/cycle scheme for students in London? We have to commute too!
  - More Boris bikes at train stations and transport hubs too!
  - Something needs to be done about air quality. Virtually a smoker simply because I cycle daily
- 

I do not live in London but I am an everyday cyclist (meaning I cycle every day of the working week, including throughout the winter, to work and I cycle to shops etc.) and have been so for more than 50 years. (I started cycling regularly to school in 1959 -roughly 4 miles each way at the time- and have continued to cycle ever since.) I lived in the Netherlands for 13 years where my daily commute was 16km each way. The journey was mainly on country roads and not on cycle paths but -as a matter of course in the Netherlands- as soon as I neared the city it was cycle paths all the way to my final destination.

The most important factor in cycle safety is the number of cyclists. If more people cycle, drivers will be more aware of the cyclists -the drivers might even be cyclists themselves!-, more funding will be provided for proper cycling facilities, and instead of having "cycle safe" campaigns there will be a recognised need for "drive safe" campaigns. Sensible legislation that prioritises the vulnerable will become a matter of course and will foster a society that shows respect for fellow citizens and the environment.

Sadly everyday cycling is not an everyday occurrence in the UK and the first step must be to educate the public about what "everyday" cycling really means. Viewing your clip, what is very striking is that practically none of the cyclists is riding a bicycle that is suited for everyday cycling. Indeed I did not see one bicycle that was fitted with lights. Look at a typical picture of cycling in the Netherlands, where everyday cycling is indeed an everyday occurrence, and the opposite is true: bicycles have lights permanently fitted (of course!), they have mudguards, chain guard, bell, permanently fitted cycle lock, reflective tyres (required by law at the point of sale), pannier rack, etc.

Legislation in the UK on cycling is a mess. For example, in the cycle-to-work scheme there are tax advantages for \*not\* fitting lights permanently to a bike. As a result, the cycle-to-work scheme is abused by people buying bikes and fancy clothing purely for leisure purposes. Nottingham City Council is planning to offer its citizens hire bikes that have no lights fitted to them; instead (as I have been told by the council) cyclists must provide their own "strap on lights"[sic]. At the University where I work I have only just succeeded in persuading the University to fit rear lights to the pannier racks on its hire bikes.

The point that I am making here is that we have to educate the general public -and the so-called "professionals"- about what "everyday" cycling really means. Legislation is required to ensure that, at the point of sale, bicycles are properly equipped and organisations offering bicycles for hire must maintain minimum standards. Legislation is required to impose minimum standards on traffic management so that councils cannot ride roughshod over the needs of vulnerable traffic (pedestrians and cyclists). For example, residential areas should be designed to be networks of pavements and cycle paths that motorists have to cross rather than networks of roads that pedestrians and cyclists have to cross. The image of everyday cycling -riding an everyday town bike in everyday clothes- carried out by everyday people of all

ages needs to be projected at all times and companies and professional organisations that exploit the nonsensical UK legislation for their own gain need to be upbraided at every juncture. If this is done, cycling will indeed be seen as an everyday activity and there will be much public support for the much-needed infrastructure necessary to making it truly safe.

Yours faithfully,  
Roland Backhouse

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Dear London Assembly

I understand from my cycling club, the CTC, that a meeting is being held on the 12<sup>th</sup> July to explore issues around cycling safety and barriers to greater cycling. Unfortunately I have work commitments which prevent me attending in person. I am a regular commuting cyclist, riding between Wimbledon and my work at Leatherhead (Surrey). Below I have summarised one of the issues which make it difficult for me to cycle in the capital, for discussion at the meeting (I have restricted my response to issues specific to London rather than include Surrey).

**Road layout and traffic calming;** Much of the traffic calming installed on urban and suburban roads does little to reduce traffic speed while making cycling considerably more unpleasant and dangerous. It appears to me that much of this infrastructure is designed without taking the needs and safety of cyclists into account whatsoever. Specific issues are where the road is purposely constricted to attempt to reduce traffic speed, and include;

- Central traffic islands, which force cars and large vehicles into much closer contact with cyclists as they move through the constriction
- Traffic constrictions at the side of the road which force cyclists out into the path of traffic
- Non continuous road humps (road pillows) which drivers tend to straddle, thereby moving their car away from the safest line to proceed along the road (often with parked cars the driver ends up in the middle of the road in direct conflict with oncoming cyclists)

I believe that roads which are designed with the features above are more dangerous and significantly less appealing for cyclists, due to the greatly increased conflict with cars and other vehicles.

In my opinion, central traffic islands should only be used with zebra, pelican or toucan crossings. Alternatives to traffic islands should be used to aid pedestrians and provide traffic calming. Where traffic islands are already in place, notices to warn drivers not to overtake cyclists at the islands should be erected (as per the highway code) and the road should be marked with a full width red tarmac surface. (These additions are the norm in Scotland, and in fact I believe Edinburgh council does not use central islands at all for the above reasons). Constrictions at the side of the road should always have a cycle by-pass, allowing cyclists to make progress without pulling into the line of the traffic. Road humps should be continuous across the width of the road, or an alternative more effective method of traffic calming should be used.

I wonder is there a standard for the design of traffic calming? Is it used by all councils/ London Boroughs, i.e. is it mandatory? Does it need updating to help improve cycling safety?

I have also attached a letter which I sent to Merton Council (response yet to be received) which explores these issues and specific examples in Wimbledon in more detail.

Many thanks for your attention,

Yours Faithfully



Dominic Berry

Dear Merton Council,

### **PROVISION OF SAFE CYCLING FACILITIES IN WIMBLEDON**

I wrote recently to my MP, Stephen Hammond, regarding cycling facilities in general and particularly provisions in Wimbledon. He suggested I contact you with regards to specific issues with local infrastructure.

My complaint is that much of the infrastructure installed on the local roads does little to safeguard cyclists, and quite a lot of it actually reduces cyclist safety. It seems to me that little attention is paid to cyclist safety when these facilities are laid out.

As an example, I would like to draw your attention to the cycle facilities which have been put in on Worple road recently. For me Worple road represents the gap between good intentions and the real positive changes required to really encourage cycling. The cycle lane runs intermittently along Worple road, which is busy and fast, and used by busses and delivery trucks. The cycle lane is interrupted by car parking, forcing cyclists to pull out to pass parked cars, and the lane disappears as soon as the road narrows, leaving the cyclist to fend for themselves at exactly the point at which they need most protection. Advance stop lines at traffic lights offer cyclists a real improvement in safety, and yet none have been installed at the traffic lights along Worple Road. Where pedestrian islands are located in the centre of the carriageway, the cycle lanes disappear again. These pedestrian islands represent a "pinch point" for cyclists where vehicles move in towards the cyclist, and a real risk exists of being hit by a vehicle as they try to simultaneously negotiate the traffic island and overtake the cyclist. The islands are extremely unpleasant to cycle through, as cars travelling at speed pass dangerously close. Poor driver training and attitude (not waiting to allow cycles to safely pass the island as per the Highway Code) is a serious issue. The best solution would be remove the central islands altogether, with more effective cycling friendly traffic calming applied along with more suitable pedestrian crossings. In many cities different coloured road surfaces are used at the island to highlight the danger and signs are used to warn motorists not to overtake, but neither of these have been employed on Worple road. I can't believe that it is in pedestrians' interest to be encouraged to cross into the centre of a busy road and wait there to continue with only a raised curb for protection from the traffic. The infrastructure on Worple Road represents a missed opportunity to significantly improve the experience and safety of cycling between Raynes Park and Wimbledon centre, where with a little more thought good quality infrastructure could have been planned and implemented that really aids cyclists. In fact all that has been done is some lines have been painted on the road.

Another example of very poor road design (with regards to cycling) is the work which has been carried out on Copse Hill, between Coombe Lane and the Ridegway. Extensive traffic calming has been installed with traffic islands at the side of the road and in the centre of the road. The intention is presumably to create a slalom effect and slow the traffic. However, the cyclist is constantly forced into the stream of traffic by the islands and the resulting road layout. This is especially difficult and dangerous as the cyclist will be travelling slowly when riding up the hill. The traffic calming has been installed to the serious detriment of cyclist's safety. This work cannot have been cheap, but I wonder if any regard was given to cyclists when the road layout was designed.

A final serious issue for cycle safety is the use of road humps for traffic calming rather than full width "sleeping policemen". These humps are used throughout Wimbledon, and do very little to reduce the speed of vehicles on the road, as the cars simply straddle them. The effect they do have is to that they encourage drivers to drive in the very centre of the road (to straddle the humps), rather than holding the correct and safe position on the road, and hence pose a significant hazard to cyclists travelling the opposite direction.

The kind of facilities along Motspur Park Road from Motspur Station towards Malden Road set the standard for well-designed infrastructure in the area, with cycle bypasses at the effective traffic calming and a non-discretionary cycle lane with double yellow lines to prevent car parking on the lanes. Another good example in the area is the infrastructure installed by Wandsworth Council along the B229 Burntwood Lane.

The council has a duty of care to all road users, and especially vulnerable road users such as cyclists. I would like to understand how the council discharges this duty of care with the installation of the type of facilities discussed above, and how provisions for cyclists are included in the planning of road layouts and traffic calming.

Thank you for your attention,

Yours Faithfully

Dominic Berry

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In relation to the Public Meeting on Thursday 12th July, here are my views.

First I'm a regular cyclist commuting every working day from Hammersmith (home) to south of Westminster bridge (work place), about 12 miles return journey. I use routes through the parks as much as I can. Second, I'm a member of Hammersmith & Fulham Cycling Group. and third, I'm also a father of two.

-Our family outings are often to cycle from Hammersmith to Richmond via the Thames towpath. My wife, daughter and I got the scare of our life on Saturday 26th May. Whilst crossing the Hammersmith bridge south bound and on our way to the towpath, my daughter got caught into a pile up. She was peacefully following us when a car overtook her (in the narrow part of the bridge where it should be absolutely forbidden to overtake ANY vehicle) and a car from the opposite carriageway lost control and colliding into the car overtaking my daughter's bike. She found herself pinned between the pillar of the bridge and the car. She miraculously came unhurt!

- These old bridges are too narrow for cyclists to use them safely. For safety of everyone, we should implement speed reduction to 20mph on all the London bridges, signs to state 'No Overtaking of Cyclists On This Bridge' for the narrow bridges and one cycle lane at the centre of each carriageway to make sure cars can't overtake for narrow bridges again.

-Infrastructure: Cycling is very chaotic in London due to inconsistency in the cycle routes in general... It has to be tackled at the root, similarly to what has been done in the Netherlands. The Go-Dutch Campaign is aiming to do just that. e.g. when a cycle lane is barred (many time recently in the Green Park area due to Jubilee etc...), no proper diversion for this cycle lane is put in place so it becomes chaos and cyclists revert back to pedestrian areas; when a new layout is done often no consideration is taken for cyclists (they have redone the pedestrian crossing layout of Hyde Park roundabout leading to Buckingham area... Pedestrians and Cyclists are together. They could have done a few lines to separate the two... No nothing!)

-A no recognition by car drivers of cyclists in this country as a proper vehicle that is allowed to use the roads the same way as cars. The Highway Code ONLY states: beware of cyclists they can be unpredictable!!! that's a) sends a negative message and b) clearly puts cycling in the eyes of car drivers as obstructions! In Spain, the Highway code has pages and pages about cyclists and what car drivers are allowed to do and not to do. It is an education process. Unless put in place we won't tackle the problem properly.

-Left turn authorised for cyclists on traffic lights, traffic lights that turn green for cyclists ahead of cars, cycle tracks instead of lane when the road is dangerous and multi-carriageways, continuous cycle lanes that manage intersections and bus stops, quiet one-way roads all turned to two-ways for cyclists, are simple coherent improvements that could enhance London for everyone. Because improving cycling is in fact improving safety for everyone.

- Considerate Driving on communal paths btw Pedestrians and Cyclists is already a great idea but should be more widespread and better communicated with of course priority to Pedestrians.

I hope it makes sense.

Alexis Vergez,

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Hello

I could talk a lot about cycling in London, having cycled for 15 years in London, but will try to be as brief as possible! I do see improvements for cyclists but feel they don't go far enough (in comparison to other European cities)

I feel the most strongly about roadworks and planning of street improvements.

I cycle daily from Shoreditch to City Hall and cycle along Commercial st, Leaman/Mansell st, along Cable st for about 30 secs and then Tower Bridge. I see so much that is wrong with the design of roads/pavements. There was some recent improvement works at widening the pavement near the junction of Whitechapel Rd/Leaman St. This has created a narrowing of the two lane road (one direction) and motor vehicles do not consider the narrowing therefore endangering cyclists.

Another point is cyclist and pedestrians sharing same space on pavements. I feel these could be better marked, to make pedestrians aware of this. The junction of Cable st and Tower Bridge is a perfect example of where I believe fails the common sense approach. A cycle lane in green is marked on the pavement and then disappears mid-flow, which confuses both pedestrian and cyclist.

I believe roadworks are not helpful to cyclists. They seem to consider vehicles and pedestrians but no provisions for cyclists, (for instance if improvements are being made to a pavement and pedestrians are guided into the road, cyclists have to swerve into the main part of the road.

Tower Bridge is one issue I would love to raise. I believe they could allow cyclists to cycle on the pavement (with marked lanes). I'm aware it's grade one listed so could impact on any improvements, but surely safety over aesthetics is paramount?

What I would love most is to show my findings in person to any member of the committee who would be willing to cycle with me along this short route from City Hall.

Most sadly, I have reverted to breaking the law/bye-laws just so I feel safe (ie, going through red lights and down one-way streets)

I am very passionate about cycling and am very sensitive to the nature of how cycling is politicised.

Regards

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Paul White

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Dear Jo,

I wanted to add my personal written views for your survey of cycling in London. Some background; I have worked full time in London, from an office base in London 2 days per week and as a visitor for meetings etc. I use a Brompton when I cycle because I commute in from Didcot Station into Paddington if Central London but other stations as appropriate for my journey.

I think I can usefully respond to 2 of your questions:

*What are the main safety concerns of cyclists in London?*

Personally, my main safety concerns are:

Firstly, the apparent priority given to/taken by motor traffic in London. A bike is best ridden in a straight line and with as few stops and starts as possible. Every change of direction and each start and stop is an opportunity for an accident. However, most cycle routes and cycle facilities are stop-start, routed around complex road systems in back streets often emerging onto or across busy road and their nature changes at political boundaries between boroughs. In contrast, motor vehicles are given red routes, one-way streets and speed enhancing slips from main arteries. Added to this are the frequent parking of vehicles across cycle lanes, black cabs suddenly stopping in cycle lanes, and the many motor vehicles which ignore red traffic lights. In some 10 years of cycling in London I have never heard of nor witnessed a motor vehicle being stopped, warned or prosecuted for these, whereas I have been stopped by a police officer for pushing my bike along the pavement whilst trying to find an address!

Then there are the un-announced cycle lane closures due to various events and major road works and building projects which all throw the cyclist back into the main traffic flows.

My experience is that this encourages an atmosphere where the motorist is king and cyclist shouldn't be there. What this does in my experience is gives some inherent authority to motor vehicles to take risks with cyclists. For example, black cabs seem to believe they can stop in the forward cycle bays at traffic lights, all traffic is happy to overtake and then turn left across a cyclist's path and lorries can it seems, get away with murder.

Secondly, the condition of cycle lanes is often worse than that of the road and certainly is frequently very poor. It would appear that insufficient money is spent on cycle lanes surfaces to keep them in a safe condition. A pothole, ridge or bump in a cycle lane along the edge of a road is a significant hazard to a cyclist. The need to keep eyes on the road surface as well as on the traffic adds to the safety risks. This is especially a problem in wet weather when road damage is submerged under puddles. I witnessed a cyclist thrown from his bike by a submerged pot-hole; he fell badly, dislocated his shoulder and had to be taken to hospital by ambulance. Thankfully no one else was involved.

*How are cyclist groups engaged in decision-making to improve cycle safety?*

I am a member of CTC and have been a member of the London Cycle Campaign. I am sure you will get a formal view from both these organisations, but my impression is that they are often asked for views as an after-thought right at the end of a design process.

I hope these help your survey and I wish you the best in improving cycle facilities in London.

Regards,

Tony Duffin

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Make all policemen/women spend a week a year on a bike instead of a car. Ideally commuting in plain clothes so they get a real sense for what it's like on the roads.

I have the impression that the police (in general) do not understand cycling sufficiently, and often apportion blame disproportionately to cyclists. The fact that many police openly state that "cyclists should

ride by the kerb" is seriously unhelpful, and contrary to latest advice. If 2% of journeys are made by bike, it only makes sense that the police should spend 2% of their time ON a bike.  
Jonathan Lewis

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Dear ladies and gentlemen of the London Assembly Transport Committee.

I would be most grateful if you could please ask senior managers responsible for the maintenance of Red Routes at Transport for London to address my concerns and provide you with a comprehensive and detailed response.

Transport for London is treating pedestrians and cyclists with utter contempt by REFUSING to acknowledge, let alone repair, many thousands of drainage faults on the Red Route network. I have a substantial amount of evidence to support my claims and any pedestrian or cyclist using many sections of Red Route roads during or just after rainfall will witness this neglect. This cannot be just an issue of funding because TfL has spent many hundreds of thousands of pounds on other parts of the network on unnecessary 'repairs'. An example is the resurfacing of a large section of the A20 Eltham Road in Greenwich at the end of last year. This road had NO surface defects yet TfL is refusing to repair genuine and obvious defects on other parts of the network.

In June I sent the following letter to the Evening Standard newspaper;

*Sir,*

*Transport for London River Network.*

*Transport for London's Red Route road network is so riddled with drainage defects that the recent wet weather has quite literally turned them into rivers with passing vehicles sending waves crashing over footways. Most of these faults are the result of poor maintenance and shoddy standards of construction. In many cases the roadway is below the level of nearby gullies, even on newly surfaced roads, and TfL refuses to acknowledge and issue corrective work. The survey system is not fit for purpose because the maintenance team never work when it's wet. It is pedestrians and cyclists who bear the brunt of the uncomfortable and hazardous conditions created by this deliberate neglect and further evidence that they are treated as 'third class' road users by successive regimes at City Hall.*

Unsurprisingly the letter was not published but I would like the Transport Committee to request a response from TfL to my legitimate complaints.

Many thanks for your interest in this matter.

Best Regards,  
Paul McQuillen

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My questions for the meeting

1. Why hold a meeting which is of importance to so many commuting cyclists at a time when none can attend? Would 17.30 never be an option?

2. Why can it not be made clear to vehicle drivers that texting whilst driving is reckless and illegal? As a cyclist I'm seeing this more and more. Talking on a phone whilst driving is bad enough, but having to constantly look at a phone screen rather than the road ahead of you as you text is surely going to end in serious accidents and harm.

The police need to visibly seek out and prosecute drivers doing this. Surely the revenue from fining such drivers would pay for the extra police staff needed. Poster campaigns should also be run hi-lighting the results of such behaviour.

3. I have only once, in over 5 years of daily cycling in London, seen any attempt by the police to prosecute speeding drivers. But the speed that I'm seeing some vehicles drive at is truly terrifying, especially recently. Either more police need to routinely speed –check or speed cameras need to be installed throughout London. Because drivers seem to be behaving more and more as if they are completely unworried about the prospect of prosecution.

In general I think that a team of police officers needs to be created who constantly address the issues raised above on a daily basis, throughout London.

The team can be funded by money gained from fining drivers for the offences that will be prosecuted.

The team should be on bikes and in plain clothes, as drivers are always going to throw their phones to their seats etc, if they see some police uniform in the distance.

I can be contacted through this email address or on 07855 501 480

Kind regards

Joe Spikes

Please forgive me if this is the wrong email address for sending comments. I am not able to attend tomorrow and would like to put forward my views. They are the same points I made to Bromley Council this week for their employee travel survey.

After 200,000 miles on the road I will no longer cycle unless:

The criminally negligent CPS is disbanded.

Police are seen to be enforcing any traffic violations whatsoever.

Tariffs are ramped up very significantly eg driving without due care becomes dangerous driving and dangerous driving becomes attempted manslaughter/murder.

Every car is installed with a mobile phone disabler.

Provision of accessible information so that I can check on whether Roadsafes has acted on a single one of the hundreds of incidents I have reported.

The change of use of the Highway Code from being mere suggestions into actual law.

Most of all, I think it is desperately urgent to ban the use of the word 'accident' in all traffic reports. During my 40 years of practically living on the road, I have never ever seen a single one. I have only witnessed highly predictable crashes. All these crashes are someone's fault and they should suffer huge penalties.

I am convinced that the last three very close calls I had were caused because the drivers' subconscious minds registered me as nothing. That's what they have been trained up to think after all. Just roadkill.

RIP the poor cyclist killed on Mitcham Road yesterday. Driver stopped at scene, no arrests.. RIP also to the other five cyclists killed in the last few days in this country.

All my friends and relatives now carry a copy of the Highways Act amended by Paul Boateng, stating that cyclists on the pavement are not to be fined if they are in fear for their lives. This is the reality.

Thank you,

Christine Lock

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Dear Caroline,

I've been a cyclist my entire life (I'm 51) and regularly commute by bicycle. I also ride a motorbike, drive car and am a runner so I like to think I have a broad experience of what's needed to make life better for cyclists as well as keeping a balance for other users of our crowded streets. Here are my suggestions for improving cycling facilities, standards and safety in London.

For me, the #1 issue is the epidemic of people cycling on footpaths. There seem to be several generations of cyclists who now seem to think that "footpath" is synonymous with "cycle-path". They're not, but if so many adults think they are, then clearly a lot of cyclists haven't got a clue about the rules of the road and this must surely have a knock-on effect for their safety? British Cycling, Sustrans, LCC, local councils, the police, etc. all need to start working on this issue to educate people. I personally experience far more conflict as a pedestrian from bikes on the pavement than I do as a cyclist from pedestrians or cars/buses/trucks.

I believe one reason why so many cyclists ride on footpaths is down to the policies of Sustrans and local councils who actively pursue 'mixed use' which leads to confusion (I'm not talking towpaths here, which are effectively urban bridleways). Mixed use can be anything from painting a white line down a footpath to make it half cycle-path, half footpath (no doubt as a means to increase the council's quota of cycling path mileage), to full-blown paved-over roads such as the abomination that is the Queen Street re-design near Cannon Street in the City. This is possibly the most dangerous place I've ever cycled (for cyclists and pedestrians): paving over a road to make it a public square and then routing a cycle superhighway across it is insane. Pedestrians (rightly) think it is pavement and they wander about like pedestrians do: looking at their iPhones and not watching where they are going. Cyclists (rightly) think it is a cycle superhighway and attempt to ride through. The result is cyclists being reduced almost to a standstill while pedestrians walk straight into them (literally, I've seen this happen). If the pavements had been made wider when the road was closed but a cycle route left open at road level, with kerbs to separate those on foot and those on bikes, it would be safe for everyone, and much more pleasant.

Schemes like the above lead to confusion in many cyclists' minds. If major paths can be used by bikes, they seem to think any path can be used by bikes. It would be far better if no paths were used by bikes and wherever possible bike lanes are provided as wide areas on the sides of roads (where bus lanes do not already provide this). Bikes are wheeled vehicles that move at speed, they do not mix with pedestrians. Pedestrians tend not to look where they are going, whereas at least most car, truck and bus drivers do.

Another scheme which decreases safety for cyclists is the recent habit of painting a bike graphic on a one-way street and saying that street is two-way for bikes. Whoever thought this up has clearly never cycled. Would you drive down a one-way street the wrong way? No, of course not. Cycling the wrong way is far worse as car drivers coming the 'right' way are certainly never going to be looking for you. Of course one-way systems are a major obstacle for cyclists but this isn't the solution. A better solution would be to get

rid of all the one-way schemes in residential areas where these 'two-way/one-way' streets tend to be. it would improve life (and fuel economy) for the local car drivers as well, who would no longer have to drive round and round just to get out of their local streets.

Many signed cycle routes take cyclists through residential areas, yet these areas tend to be festooned with speed bumps and speed tables. These are horrible to cycle over. Indeed the cobbled speed tables at many junctions are positively dangerous for two-wheeled transport (both cycles and motorcycles) since the angled sides significantly reduce grip just where you most need it: when banked over while turning. Cobbles are almost frictionless as well so it makes breaking at junctions a risky business, which isn't good for safety. For drivers, all these speed bumps mean that they have to spend more time looking for bumps than for cyclists and pedestrians which is the opposite effect no doubt, to the intention of those installing all these bumps.

Also, these signed routes often take cyclists from road, to mixed-use, then up a ramp and across a footpath (where pedestrians are not expecting you), into junctions at points where cars don't expect you, and back onto the road, etc.. Routes need to be consistent. It seems like half the planners consider bikes as road users and half think they're (wheeled) pedestrians. Bikes have wheels: never forget that and plan accordingly so that they're kept separate from foot traffic but ideally have safe spaces to manoeuvre away from cars and trucks.

Cycles should not be routed onto pedestrian crossings at junctions. Pedestrian crossings are just that - for pedestrians. The last thing cyclists want is to have to fight for space with people, kids and prams to cross a road, and the last thing people, kids and prams need is a bunch of cyclists pushing through them. This is just an extreme example of mixed-use. Junctions should be planned to have space and, if necessary, signalling for cyclists as a separate group from both pedestrians and motorised traffic. The default should always be cyclists on the road, not the footpath.

Advance stop lines. These are great but are implemented inconsistently. Let's get them on every junction. I don't care if they're shared by motorcycles, after all they're on two wheels as well and suffer the same problems as cyclists. We share bus-lanes with them with no problems.

Busy junctions need 'advance' traffic lights or other timing changes to allow time for cyclists to get across ahead of cars/buses/trucks. Some may need additional street furniture but I think that's generally a bad idea as it tends to get in the way and cause more problems than it attempts to solve. For example: outside Dalston Junction station on Kingsland High Road a traffic island has been installed to prevent southbound cars turning right onto Stamford Road (it's still open for bikes but the opening is far too narrow). Unfortunately the island narrows the road sufficiently that it's really hard to get past the queue of cars and buses when cycling northbound and encourages a lot of cyclists to pass on the inside of the cars and buses which is a really bad idea.

Bollards: endless cycle-routes have random bollards planted right in the middle of them. It's hard to imagine what was going through the mind of whoever thought this was a good idea. You wouldn't plant a bollard in the middle of a lane of traffic, as for obvious reasons cars would crash into it. Maybe it's just another example of planners not having a clue about bikes, but funnily enough, the middle of a cycle lane tends to be occupied by cycles and a bollard there is an equally bad idea. If you need to put bollards somewhere to block a route to four wheeled vehicles yet leave it open for cycles, make sure the bollards are planted between the cycle lanes, or the cycle lanes are routed between the bollards.

Bus Lanes make (relatively) good cycle routes given our crowded road space but a lot could be done to improve things. Bus stops should have pull-ins so that buses move left to provide space to pass (for all vehicles). The current craze seems to be to bring the path out and narrow the space which is the last thing cyclists need - to be crowded up against the cars when passing a bus. It also creates congestion and that's bad for everyone.



Bus lanes should start right from the junction rather than have a short section which cars pull in to then fight each other to move into the car lane. This just blocks the road as the 20m section of two lanes for cars is pointless and the cars are all looking at fighting each other instead of looking out for bikes etc. If the bus lane continued straight from the junction it would always be clear for bikes and buses. Where possible, the same should be done at the incoming side of the junction i.e. the bus lanes goes all the way to the stop line, but I realise this can be problematic for left turning traffic unless the signalling is adjusted accordingly.

Bus lanes with separate traffic lights need to be designed so that the traffic light sensors can detect bicycles as it will often be the case that there is a bike, but no bus, using them. It's not much use if the lights never detect the bike and so never change. Burdett Road southbound junction with East India Dock Road is a good (sic) example of this - the bus lane lights only seem to turn green if there's a bus..

Bus lanes need to be made wider at bus-stops where possible so that there's a clear space for bikes to overtake stopped buses rather than having to move into the car lane. I've seen a recent (Sustrans?) proposal that cycle routes should go straight on along the inside of the bus at bus stops. This is almost criminally insane: routing bikes right across the exact piece of pavement being used by a crowd of people getting on/off a bus is an accident waiting to happen - probably one with a bicycle embedded in the side of a tram as it is pushed off the back step of a bus ahead of the parent. As I've said before: do not mix bikes and pedestrians up.

One-way and gyratory systems are bad news. Generally they're bad news for cars, buses and all other road users as well so why not just remove them all? Witness the vast improvement to Shorditch (and its traffic flow) once the gyratory was replaced with two-way traffic. Two-way roads means cyclists can take the direct route and motor vehicle speeds are more consistent since there aren't stretches of two/three lane highway between each junction. Gyratories encourage some cyclists to ride the wrong way down them since the alternative can be several miles further.

Cycle parking. There are far too few cycle racks around London. Encourage all boroughs to remove one metered car parking bay every couple of streets and install a few steel loops to lock bikes too. Ditto motorcycle bays for that matter.

One thing I'd like to stress is consistency. Lack of consistency leads to confusion for cyclists and all other road users. Confusion leads to accidents.

- We drive on the left. Keep it that way. Don't suddenly make cyclists ride on the right for a few hundred metres such as the section of cycle path on Spert Street and Horseferry Road (near Narrow Street) plus the ramp up to the bridge over the Limehouse Link.
- Bikes have wheels. They should be kept separate from pedestrians by a kerb as per motor vehicles.
- Footpaths are for pedestrians. Keep it that way. Do not mix us up.
- Pedestrian Crossings are for pedestrians. Keep it that way. Do not mix us up.

Finally, please try and remember that cycling is a mode of transport; it's not just a leisure pursuit. It's not acceptable to just close a route and put up a sign saying 'dismount and walk'. You wouldn't do it to cars so don't do it for bikes. If a route needs to be closed, a proper alternative route needs to be provided.

On a related subject, one of the major cycling, walking and running routes, used by hundreds of people every day and billed as a key walking/cycling route to the Olympic Park has been closed recently - the Lea Towpath south of Eastway. Millions have been spent on this path over the last few years, including the building of a new bridge to access the Olympic site but it has been arbitrarily closed by the army and the bridge is now a bridge to nowhere and cannot be used. No sensible diversion has been provided and it was clearly never planned for since Olympic route planners still suggest using the closed path, and why would a

bridge to nowhere have been built? This is a key through route for many people. You would not allow this to happen for a road, so why is it being allowed here? Having cyclists and pedestrians use this path cannot possibly change the 'security' situation. There's already a 6m high electric fence, dozens of CCTV cameras, the canal is closed to all boats, and the army can patrol on foot rather than sit behind a fence. Meanwhile hundreds of people have had a crucial route blocked with no way around.

Regards,

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**Ian Hodge**

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Hi – I watched the July 12<sup>th</sup> webcast before submitting.

The views expressed were articulate, worthy and often passionate. Yet there was little consensus around tackling the acknowledged #1 barrier to new cyclists. Fear of Traffic stalks the land.

Those advocating segregation conceded that it could take 3,000 years to Go Dutch. No wonder. Infrastructure is difficult, expensive, improves the lives of relatively few people, has a timescale to fruition that exceeds the current mayoralty, and could have unwelcome consequences such as cyclists being banned from the roads.

Others saw cycling in terms of freedom, fitness and fun, evoking an image of happy smiling kids - riding in parks.

None of those present spoke to the non-believers; the 60% of Londoners who will never ride a bike, mums addicted to the cocoon of the 4x4, white van man who needs to transport his tools, and of course those who support cycling but hate cyclists. Yet cycling won't become safer until those groups are persuaded that the bike is a normal, safe and responsible transport choice with an equal right to road space. Chicken and egg.

There presently exists a window of opportunity for the Mayor to lobby the Secretary of State for Transport to make cycle awareness part of the driving test. The Exchanging Places principle has already been established with HGVs. If this were extended to car drivers, whether by pre-qualification, theory or practical riding, it would create a new generation of bike aware drivers better attuned to accommodate cyclists and pedestrians.

Fewer close calls and collisions, especially those involving high risk age groups, would reduce KSIs and NHS costs, whilst greater mutual respect would inspire less confident cyclists, particularly women, to saddle up. Rather than affecting a few hundred users of major junctions, this would help every cyclist, from Bexley to Berwick, 24 hours a day.

As a prescription for overcoming barriers to cycling, this surely would have greater reach and effect, at better value than raising a few kerbs, or indeed painting London's streets blue.

Hope this helps and regards,

David Love  
Resident of Wandsworth

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The London Assembly Transport Committee is currently carrying out an investigation into cycling in London, with the following terms of reference:

1. To understand the issues facing current cyclists and the barriers to potential cyclists;
2. To examine the plans proposed by the Mayor and Transport for London (TfL) to improve cycling safety and increase cycling modal share; and
3. To generate recommendations to the Mayor and TfL to improve the cycling environment and cycle safety in London.

**Submissions regarding the above should be sent prior to 15 August 2012 to [jo.sloman@london.gov.uk](mailto:jo.sloman@london.gov.uk), or to Jo Sloman, London Assembly, City Hall, The Queens Walk, London SE1 2AA.**

Some of the main questions identified by the Transport Committee are:

1. What is the impact of recent cycle safety infrastructure improvements on the number of cyclists and cyclists' safety?
2. What are the main safety concerns of cyclists in London?
3. How are cyclist groups engaged in decision-making to improve cycle safety?
4. What lessons have been learnt from the introduction of the first four Cycle Superhighways, and how will these lessons be applied to those still to be built?
5. What action is TfL taking to improve junctions following the junction review process?
6. What lessons can be learned from national and international best practice?
7. What priority is given to cycling in TfL's spending decisions?
8. What are the potential impacts of under-investment in cycle safety?
9. How does the cycle safety agenda fit with the Mayor's agenda to smooth traffic flow?

At a three-hour meeting today, the London Assembly Transport Committee heard from invited cycling experts, and members of the public, regarding the above. This is the first of two meetings that the Committee will hold for its investigation. The second meeting, on 11 September 2012, will provide an opportunity to explore with representatives of the Mayor and TfL, and international experts, the solutions to the issues raised. Following the September meeting, the Transport Committee will publish by December 2012 a report setting out its findings on cycling in London and the measures being taken, or that could be taken, to improve cyclists' safety. This report will include recommendations to the Mayor and TfL.

Whilst all members of the Transport Committee appeared to be in attendance at today's meeting, there was a rather poor turnout of public interest. The invited panel of experts comprised: Ashok Sinha (Chief Executive, LCC); Chris Bainbridge (Chair, Borough Cycling Officers Group); Chris Peck (Policy Coordinator, CTC); German Dector-Vega (London Director, Sustrans) and Martin Gibbs (Director for Policy and Legal Affairs, British Cycling). The panel was asked a number of questions by the Transport Committee, and members of the public were then also invited to comment.

Authority was delegated to the Chair of the Transport Committee (Caroline Pidgeon) and the Vice-Chair (Valerie Shawcross) to agree, for publication on the London Assembly website, a summary of the comments at the 12 July meeting.

The following is my own summary of the questions (underlined) and responses today, produced from my notes of what transpired.

A) What one thing would most to improve cycling in London?

1. There needs to be leadership from the top to give less priority to motor traffic.
2. Tackle HGV issue of cycle deaths, noting that Crossrail stipulated that all drivers must have cycle awareness training.
3. Address safety, including more investment in Greenways and segregated cycle routes.
4. Create a positive image for cycling, in particular the link between cycling and health.
5. 20mph nationally for residential roads.

B) Why are cycle casualties increasing?

1. The policy of smoothing the traffic flow means more and faster traffic, which seems to be an influence on cycle casualties.
2. Need to calm traffic down.
3. In Denmark, the introduction of an assumption of driver responsibility in any cycle collision significantly reduced the number of killed and seriously injured cyclists.
4. The number of cyclist casualties has exceeded the growth in cycling in the last few years. It may be significant that speeding offences increased in 2011.
5. The increase in cyclist casualties has been particularly marked in central London.
6. TfL has said that mobile phone use by drivers is an issue.
7. There are fewer transport police.

C) Please comment on the TfL Road junction review

1. The top 10 junctions suggested for review by LCC members are gyratories.
2. The physical space given to cyclists is often too little.
3. The LCC believes that good innovative work to improve junctions is coming out of TfL, but there has been no information from TfL on the action being taken or on any prioritising of action.

D) What is the relationship between HGVs and cycle deaths?

1. There needs to be mutual awareness of risk.
2. Remuneration of drivers according to the number of deliveries, encourages speed and recklessness.

E) Are ASLs helpful?

1. Motorbikes habitually use ASLs so that the area ceases to be a safe haven for cyclists.
2. The legislation on ASLs needs to be clarified, and then enforced.

F) What about motorbikes in bus lanes?

1. This has resulted in the speed of motorcycles increasing – they see an open road (bus lane) before them and put their foot on the accelerator.
2. It makes no sense putting the fastest road vehicle (motorcycle) alongside the slowest (bicycle).

G) The public audience was asked, “how safe do you feel cycling on London's streets”?

1. The overwhelming view was that people did not feel safe. Some felt frightened.
2. Worry over safety is the main deterrent to would-be cyclists.
3. Concern was expressed from the floor that cycling is too often portrayed as dangerous, which does nothing to encourage more people to cycle. However, it was felt that people are not stupid and the risks of cycling on busy roads are there for all to see.
4. While cycling in central London is on the increase, there remains little cycling activity in outer London.
5. UK road design is for fast motor traffic, and encourages aggressive driving.
6. There is a need to address the behaviour of motorists and some cyclists.

7. Potholes are a problem.
8. Employers should have procedures to encourage competence in cyclists and motorists.

H) Are segregated cycle lanes safer than sharing the road?

1. Yes, providing the segregated lane is properly designed. Some segregated lanes are poorly designed where the cyclist has to rejoin the main flow of traffic.
2. Segregated cycle lanes can introduce dangers for cyclists at junctions, as a driver approaching the main highway will be concentrating on the road traffic he/she is joining and may not see a cyclist on a segregated lane.
3. The policy should be to mix where possible and segregate where necessary.

I)

J) How might the number of cyclist be increased?

1. There is a huge potential for short trips of a few miles to be done by bicycle, rather than car.
2. Safety MUST be addressed.
3. Safe and secure cycle parking, especially for social housing where the occupants may not be able to afford a car.
4. Promote cycling as a sport in schools – it's cheap, the children learn skills and have fun.
5. Cycling to be allowed in more green spaces.
6. Give cycle lanes a status, such as "London Cycle Priority Network".
7. London needs to follow the example set by Holland in vigorously enforcing the rules of the road.
8. The norm should be 20mph in residential streets, not 30mph.
9. Eliminate rat runs.
10. Spend £1 billion per year for the next five years on cycle infrastructure.
11. Reduce car parking. If people know it will be difficult to park, they are likely to think twice before using their car for short journeys.

CH-P

Colin Hartridge-Price  
Secretary, Southwark Cyclists

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Hi, I come from the Netherlands where cycling is very common and where we have many cycling paths alongside the roads.

I have noticed that most motorists in London are not aware of the rule that when turning left, and when cyclists (and pedestrians too for that matter) are going straight, the motorist should give way. Often I see that motorists get upset because they have to wait for cyclists to pass them on the left, often there is confusion, and often motorists do not wait and cut off cyclists.

I believe many (near) accidents could be avoided if motorists knew and apply this rule. Could you perhaps start a campaign to educate motorists, like you did when motorbikes started using the bus lanes for example?

Regards,

Madeleine Peijs

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1. An important issue is that of black soot in London from vehicle exhaust.

After a one hour ride around Regents park there is a notable amount of black soot around the wrist watch and black soot over the legs. This can be seen after wiping exposed parts of the body with a white tissue.

This is also noticeable with cycling couriers who get covered in grime after a days cycling around London.

2. Ice cream van parked across cycling lane at the junction of Prince Albert Road and ST Marks Square 3 meters in front of traffic lights. The council have given this vehicle a licence to park there. They are there obstructing the path everyday.

Camden council have issued this permit.

As a cyclist this is dangerous in that we have to go round the vehicle when there is a que at the traffic lights and on coming traffic.

Carl Sanders

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I am responding to the request for responses made by Caroline Pidgeon. I am a cycle commuter - every day - from NW3 to the west end. I have been doing this for 28 years. I am 56.

Over the last 10 years the number of cyclists has increased enormously, probably the result of increased pressures on the tube and bus services.

I have a few suggestions.

1. Where buildings are redeveloped there should be provision for secure cycle parking within the building and showers.

2. There are not enough cycle parking hoops on the streets. I realise that more are provided but demand increases faster than supply and the removal of parking meters to tie up to has exacerbated the problem. The rings attached to lampposts are a good idea in that they are not increasing the clutter of street furniture.

3. Pot holes are still an issue. For example where the crossrail rerouting north of Oxford St has meant buses using side roads rather than Oxford st no attempt seems to be made to restore the road surface.

4. Some junctions are still very unsafe for cyclists and more need to be done to make these safe.

5. Where practical more should be done to create cycle priority routes.

I hope these comments will be considered.

Regards

Tom Symes

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I have now read the terms of reference for your Investigation on Cycling and I am delighted to see that its open & wide-ranging. Having been involved in cycling (and walking) in various capacities since 1996 I would like to 'give evidence' to your committee and to participate on July 12<sup>th</sup>

I am a Board Member of London Cycling Campaign and co-ordinator/chair of its Junction Review Group - and was also the LCC lead on CSHighways - but I would prefer to give evidence as an Independent Specialist who has worked in this (misunderstood) field for longer than most - in which time I have worked in over 20 boroughs on a wide variety of cycle projects including 2 spells as a cycle officer, i.e. have been on both sides of the fence and therefore have a different perspective to some in LCC (who have not).

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I have also worked for both Sustrans and British Waterways on Greenways, which is a vital aspect that always gets overlooked, and I was responsible for persuading DCMS to allow cycling in Kens.Gdns & Regents Pk.

I was also on the first CRISP study (LCN) and have probably done more CRISPs than anyone - both as a (paid) specialist consultant and as an (unpaid) stakeholder.

My (pre-transport) background in strategic planning & quality assurance is relevant - both are conspicuous by their absence in transport - especially cycling

I will answer the specific questions on page 5 of the t-o-r in detail asap but briefly, no, lessons have not been learned from CSH phase 1 & 2 (TFL continue to ignore both stakeholder & GLA recommendations) and yes, is it possible to design for safe cycling without causing congestion

IF you select *optimum* route alignments, then apply 'best practice' solutions

Safety, quality & continuity are of course the key issues (deterrents) but there are different ways of providing *high quality* solutions - depending on the *type* of route; many engineers / planners fail to differentiate between them and don't grasp that the *quality criteria* for greenways / minor roads / major roads must be *different*

But *implementation* in (UK) cycling has always fallen well short of aspirations and there are structural / systemic issues the GLA must tackle if this is to change

- e.g. cycle routes have no 'status' - cf. red / bus routes
- e.g. trying (failing) to do it on the cheap / engineering lite
- e.g. trying (failing) to accommodate cyclists with zero impact on other modes
- e.g. starting in the centre (like other EU cities) then working out
- e.g. misleading maps which fail to highlight hazards
- e.g. adopting EU best practice - not accepting excuses / UK worst practice
- e.g. the 'we know best' mindset of TFL - not supported by results e.g. Bow
- e.g. the abuse of consultants / not allowing them to offer independent advice
- e.g. the dilution / lack of expertise in (most of) the 33 LBs (and TFL...)
- e.g. the need for sector level planning - and delivery - not 33LBs
- e.g. too many dabblers - with no *relevant* experience

(traffic engineering is 99% focussed on designing for motors)

I look forward to contributing to this (literally) vital investigation we cannot go on maiming (& killing) over 400 cyclists every year.

Please do not hesitate to get in touch  
Regards

Rik Andrew

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I commute to work by bike from East Finchley to the City.

This route, as most routes in London, is impossible for any but the most daring and proficient cyclists to tackle. Less proficient cyclists and children are given a clear signal that they're not welcome on London's roads.

This is partly due to lack of cycling provisions (disjointed, badly surfaced, or simply missing bike lanes and Advanced Stop Lanes) and partly due to driver behaviour.

I see two main solutions:

1. Cycling provisions

Cycling provision is absolutely laughable in London, compared to other Northern European countries of comparable wealth.

As cyclists, we demand that TFL/the Mayor starts using traffic flow modelling software that not only includes but also prioritises safety and transport speeds of pedestrians and cyclists, then public transport, over that of private vehicles, including lorries. It was absolutely shocking to hear that this is not the case, but it explains misplaced road reconstruction such as the one recently completed at Russell Square, which now has fast flowing traffic along multiple lanes without ANY provision for cyclists, when there would have been ample space for a cycle and a bus lane.

2. Educational campaign:

Many drivers along my route, especially around Islington and inside the City, seem to not know what an ASL is and that they need to stop behind an ASL to allow cyclists standing on the ASL and on the feeder lane to leave the junction first. This regularly leads to road rage incidents where enraged drivers who mistakenly think they have been deprived of their right of way try to run over cyclists with intent to cause bodily harm (including TFL subcontractors once!) There needs to be an educational campaign to educate drivers on the correct behaviour at ASLs.

Yours sincerely,  
Dr Yvonne Deng

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I cycle regularly in London.

I have been a fully accredited cycle instructor for Camden and Islington for 5 years now, teaching in schools and adult individuals.

What I find really frustrating is that any new infrastructure that is implemented by TFL or local councils is often designed by people who don't cycle and therefore don't understand the problems that cyclists encounter when on the road. As a result of this I often encounter cycle lanes etc that actually put cyclists in more danger than if those pieces of provision had not been put in place. Any new infrastructure good or bad will probably be there for a minimum of 10 years.

Therefore I feel the biggest difference that could be made in London for increasing cycle safety is by ensuring that all road engineers have undertaken Level 3 cycle training. This should be part of any employment contract that TFL or local councils put out to tender. And also be implemented on in house staff.

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I thought I'd write to you about my views as a Finn about cycling in UK and London. I figured I could offer a unique perspective coming from Finland which despite having snow for about three months every winter manages to have national cycling mode share that is about four to five times that in London. Not anywhere near the Netherlands but lightyears ahead of UK. (Hint: by and large cyclists are physically separated from cars.)

I thought I'd write to you about my observations as a foreigner about all that is wrong with cycling in UK and London specifically, and how on all levels of the government, MPs, DfT, TfL, MET, CPS, councils and so on and on, there's talk how you "want" to increase cycling but when it comes to actions you keep on ignoring all and any proven best practice, year after year, decade after decade.



But you already know that.

You know the main problem is people are afraid to cycle among fast moving heavy traffic. That has been studied for decades. It has been reported for decades. It has been talked in Parliament for decades.

You know the solution on high level is to separate vastly different modes of transport from each other, by removing cars or keeping bicycles separated from fast cars either physically or in time. That hasn't been news since 1935 and has been repeated ever since, report after report, year after year, decade after decade.

You know the solutions on the engineering level. Just see the Netherlands for details. If you have trouble understanding the language hiring a Dutch engineer or a hundred shouldn't be a problem on country scale.

You know the benefits. The 20:1 - if memory serves, but even if it is "only" 6:1 - return on investment is widely accepted estimate. In any case better investment than motoring.

You have the money. Public transport, NHS, motorway widening projects, and private car subsidies, get billions and billions of pounds with much, much, worse estimated returns on investment even when the whole country is resorting to pinching pennies from the poorest. Even on its own the lack of investing makes absolutely no sense. Combined with the fact investment on cycling is \*also\* expected to decrease the budget needs for public transport, NHS, motorway widening projects, and private car subsidies the whole budget allocation is a bizarre joke.

You have the political will. On every level of government MPs, DfT, TfL, Mayor of London, councils, traffic engineers, people are all about improving conditions cycling.

So, what exactly is your problem?

I just don't see what new earth shattering insight you could possibly get from yet another investigation you couldn't simply read from the numerous existing reports written for decades already. "Breaking news: Continuing to ignore proven best practices still continues to produce dismal results?" "Coming up: Shocking discovery: Water may be wet. More investigation required."

Lack of information is not the problem so collecting even more information that will not be acted upon is not going to solve anything.

It would be a refreshing change if people were held accountable for their actions with actual consequences. Maybe then London might see some positive action instead of those repeated MQT performances when facts are inconvenient.

Regards,  
Tommi Komulainen

PS.

I lived in Fulham until April this year. I participated in the Blackfriars disaster which despite being the biggest demonstration in recent history changed absolutely nothing; not in Blackfriars, not in the way disasters like Blackfriars end up proposed and accepted.

Business in TfL and City Hall continues as usual, there are no negative consequences and there is no one who has any real power or desire to change that.

The Times campaign seems something potentially positive. People are talking about cycling publically, but then again everyone has been talking about cycling for decades already. What's missing is real action and there is no sign of any. Just some token gestures to make the headlines; throwing £15m scraps to be divided across the whole country, that amount wouldn't make a notable change in a single borough.

So, I estimated that even in the best case scenario where everyone would actually take the issue seriously rather than as publicity stunt potential I figured it would take several years to see any real changes on the ground. In the best case. So I moved to Amsterdam in April. The more I've been reading since the more convinced I am I made the right choice.

It's not so much about the systemic hostility towards cycling than it's about the obvious duplicity about it. At least if you had the integrity to be honest about your intentions people would know where they stand. But with your current strategy of saying what people want to hear and doing something completely different you're demonstrably either grossly incompetent or grossly dishonest. Either of which would make you clearly unfit for duty in civilised world and sanctioned immediately, but obviously not in UK.

I predict you will continue making empty promises (Go Dutch, really?) but when it comes to actually doing something you're going to use every trick possible to come up with the lamest excuses in history to avoid doing things properly and there will be no negative consequences for anyone for doing so. Quite the opposite, not building a properly segregated cycle track because you couldn't read Dutch saves a bucketload of money. Never mind a few dead bodies and skyrocketing NHS budget, those are problems for next parliament anyway. You'll probably arrange a couple "studies" to delay even picking the excuse until after the next election. And there will be no one paying any attention or have any real power or incentives to do anything about it.

I'd be happy to be proven wrong, but given the current track record I predict in ten years the news will be "cycling is booming at 2% (again), main reason is fear of traffic (again), all focus on blaming the victims instead of infrastructure (again)

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Last time I visited the cinema on Leicester Sq I had to lock my bike to a builders temp fencing as there was nothing that passed as a place to lock my bicycle.

I know congestion slows traffic down, but could you officially slow traffic down to 20 mph in zone 1 where bikes are welcome

Ultimately - give us a vision for cycling in London ... blue lanes and bikes for hire are good tactics, but what is the aim in the end ... you're going to need to displace cars at some point or cycling will forever be on the fringes of transport solutions ... and lets be honest it's the only affordable solution

Thank you

Stuart

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I understand that you are asking for people's views on cycling in London and how to make it safer.

I sent a letter to the Mayor on 18th June and am disappointed that I have had no reply as yet. The cycling experience has deteriorated considerably in the last 4 or 5 years because there has been no attention paid to safety, merely to increasing numbers. The cycle superhighways are dangerous and inappropriate and there is such aggression towards cyclists, lack of respect and political complacency. I am also painfully aware now of the dangers to cyclists from poorly maintained roads; I was thrown from my bike after

landing in a pothole in Brixton Road last week and am severely bruised. It could have been much worse. London is a dangerous, uncivilised, intimidating and cycle unfriendly place to be. I hope that some serious investment in safety measures such as segregated cycle ways, priority for cyclists with traffic lights, education about cyclists' vulnerabilities and developing a more civilised attitude towards cycling and cyclists may result from your work.

I would appreciate a response and thank you, yours Tim Brogden

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Thank you for the opportunity to comment. However, looking at your terms of reference for your investigation it rather surprises me that this exercise is being undertaken as the issues & solutions for cycling are clear...as articulated by campaigns originating from such as Sustran, LCC "Go Dutch," The Times "Cities fit for Cycling" (see manifesto below, wider than just London) & the excellent Cyclists in the City blog at <http://cyclelondoncity.blogspot.co.uk/>.

What we need is a political will to change, currently sadly lacking in London – my own view is that the Mayor & TfL pay lip service to this whole topic – yes a bicycle hire scheme has been successfully introduced and the cycle super highway program developed but compared to what is happening/has happened in other leading cities (such as New York, Paris, Montreal, Chicago to name but a few) in other countries, priorities here are still with motorised vehicles. London is falling behind which is a shame to be laggard rather than a leader.

So some things I'd like to see happen:-

1. Commitment to 0 cycling deaths in London.
2. Introducing a 20 mph default speed limit.
3. More training for lorry & bus drivers.
4. More mirrors on lorries.
5. Prosecution of drivers involved in accidents to cyclists.
6. Junctions to be designed around prioritising pedestrians & cyclists not motor vehicles.
7. More shared use streets like the one built by The Science Museum.
8. Introduction of fully segregated cycle lanes, and to be joined up & continuous, not just put in front of new developments
  - a. Check what other cities are doing – Paris, New York, Montreal & Chicago.
9. Cycle lanes to be properly maintained, swept regularly & any vehicle parking in one to be towed away.
  - a. Try riding the cycle paths on both sides of the A4 from Chiswick roundabout going up to Gillette corner as a poor example on points 8 & 9.
10. Cyclists to be able to turn left on red lights if clear.
11. Properly maintained road surfaces.
12. Get more Police out & about on bicycles engaging with the community.
13. TfL planners to be made to ride bicycles across junctions to fully understand the issues & challenges.
14. All new office & residential apartment buildings to provide secure cycle parking, shower & changing facilities.
15. A fully co-ordinated & joined up approach between TfL, the Mayor's office and the London Boroughs.
16. A committed investment £ program – many cyclists, like me, are also car owners/drivers, as well as users of public transport.

I look forward to hearing and more importantly seeing the results of this consultation...

### **The Times "Cities fit for Cycling" Manifesto**

1. Lorries entering a city centre should be required by law to fit sensors, audible turning alarms, extra mirrors and safety bars to stop cyclists being thrown under the wheels.
2. The 500 most dangerous road junctions must be identified, redesigned or fitted with priority traffic lights for cyclists and Trixi mirrors that allow lorry drivers to see cyclists on their near-side.

3. A national audit of cycling to find out how many people cycle in Britain and how cyclists are killed or injured should be held to underpin effective cycle safety.
4. Two per cent of the Highways Agency budget should be earmarked for next generation cycle routes, providing £100 million a year towards world-class cycling infrastructure. Each year cities should be graded on the quality of cycling provision.
5. The training of cyclists and drivers must improve and cycle safety should become a core part of the driving test.
6. 20mph should become the default speed limit in residential areas where there are no cycle lanes.
7. Businesses should be invited to sponsor cycleways and cycling super-highways, mirroring the Barclays-backed bicycle hire scheme in London.
8. Every city, even those without an elected mayor, should appoint a cycling commissioner to push home reforms.

Thanks.  
Regards,  
Rod Blackwell

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I would suggest looking at the DfT report into cyclists sharing the road <http://ebookbrowse.com/rswp17-pdf-d298889830> (click on Download then the floppy-disk icon to save it).

This identified four approaches to cycling, and understanding these four groups is fundamental to developing an effective strategy. While actual behaviour is on a continuum, people don't change their behaviour very much, so it's important that any strategy addresses each of the four groups.

The four groups are:

- Avoidance – avoid traffic completely.
- Guardedness – keep out of the way.
- Assertion – stay in control of the situation.
- Opportunism – make the most of the bike.

You need to be careful not to ignore the Guardedness group, or confuse it with the Avoidance or Assertion groups. The Guardedness group is potentially very large. Entry-level cyclists are mostly in the Guardedness group and not the Avoidance group. I grew up in London, but have lived in Oxford for nearly 20 years. The key success of the approach in Oxford (and what I see lacking in London when I cycle there), is the way the roads have gradually shifted from being suitable for Assertion cyclists to being suitable for Guardedness cyclists. This is why there's a huge range of people cycling in Oxford. They're not entirely comfortable, but they do cycle in huge numbers. I slightly despair of the approach in London, which seems more focused on the Avoidance and the Assertion levels. The Avoidance routes are never good enough to cope with the speed of the Assertion and Opportunism cyclists that end up using them, and the superhighways are often too hairy unless you are into Assertion.

This is a video of the busiest cycling road in Oxford, with about 16,000 cyclists per day:

<http://www.youtube.com/watch?v=pGb11XdHQk>

As you can see, conditions aren't perfect by any means, but they're sufficiently ok for the Guardedness group to cycle. I'd identify three fundamental things that have been done in Oxford to support Guardedness cycling:

- Clearing the kerb of obstructions - marking a cycle lane and/or putting parking/loading in bays

- Slowing the traffic enough so you don't feel threatened by it (ie no more than about 20-25mph)
- Creating places where you can safely turn right (or go straight when the traffic goes left), mostly by removing gyratories

London is clearly a much bigger place than Oxford, but the types of cyclist are roughly the same, the road widths are roughly the same, and the techniques that are likely to be required if you want a lot of people cycling are also roughly the same.

Richard Mann

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My name is Paul Megson. I have worked in central London all my working life, since 1977, and in the EC4 postal district since 1988. Initially I lived in London but since 1986 when I moved out to South West Surrey I have been commuting into Waterloo. For most of that time I walked from station to office but I started to cycle from Waterloo, and between my home and local station, in 2006 once the Blackfriars Bridge cycle lane was sorted out following the death of Vicky McCreery – I would definitely not have contemplated it before. I had owned a Brompton since 1988 and at this stage I dug it out again from the corner where it had been gathering dust for several years. Since then my interest in cycling as a leisure or exercise activity has also revived.

From the timeline you can no doubt work out that I am in late middle age.

It took a radical redesign of a critical component of my daily ride (ie Blackfriars Bridge) to convince me that cycling might actually be safe enough to try. Having started, I did find that for the most part cycling in London felt neither unpleasant nor unsafe, even where there was no specific provision for bicycles. An early accident at Hyde Park Corner, when a car jumped the lights as I was crossing the pedestrian crossing, did not discourage me – I went out and bought a new Brompton to replace the one the motorist had wrecked. Since then I have had a further three collisions with vehicles, all taxis, all “left-hooking” me in their hurry to take a corner before the lights changed. The last one got closest to finishing me off – I have had two operations, one as an inpatient, and months of physiotherapy to largely recover from the effects. The cabbie, by the way, drove off without stopping and no-one managed to get his plate.

However, things are subtly changing. I have never been a sprinter, and a Brompton doesn't make an ideal road-race bike anyway, but in the early days I had confidence in my ability to accelerate my way out of trouble, and to “take the lane” at sufficient speed that following vehicles in the congested central London environment had no good grounds for objecting. Now, having recently celebrated my 57<sup>th</sup> birthday, I can sense that I am slowing down. I can also sense that I am becoming more apprehensive about traffic conditions as I either can't or don't wish to engage in a time trial or dragster race to filter into gaps at roundabouts, change lanes to make right turns etc, and I am just becoming more plain nervous.

In addition to my journey to/from the office, for which I generally change out of a suit and into everyday wear or waterproofs, I try as often as I can to travel to meetings on my bike, suited and booted and cycle-clipped. This is only feasible if you adopt a much more sedate pace so you keep fresh and don't impose your sweaty odour on your hosts when you arrive.

Trouble is, many London streets are simply unsuitable for cycling in “normal” clothes or a business suit, or for cycling at a sedate pace. Survival demands 360 degree vision, the hearing of a bat, nerves of steel, and more acceleration than a Ferrari. Oh, and “keeping your wits about you” – I shouldn't forget that one. In wet conditions, everyday clothes would soon be filthy from road splatter kicked up by vehicles passing too close. Sure, many journeys are possible, but it is often if not always the case that you have to divert off the obvious desire lines to find quieter roads, routes through the parks etc, which can add significantly to the distance covered. If you just want to enjoy the ride that is fine, but if you are maintaining a timetable or charge your clients by the hour, that is not efficient.

The examples of streets which simply don't work for cyclists, and should, are too numerous to list, but here are some examples:

- The Strand – narrow lanes either side of a central median which seems to be entirely unnecessary given the low speeds attainable on that road. Large numbers of buses and HGVs take up almost the entire lane width and make this one of the most unpleasant cycling experiences in the city. Sadly, we are seeing other major streets go the same way – Pall mall since it reverted to 2-way, for example. Piccadilly, and Ken High St. I have even heard that the highways architects responsible for these schemes see cyclists as traffic calming measures – “rolling speed humps”.
- Parliament Square – a shooting gallery par excellence
- Just about any road on the TLRN
- Just about any bridge over the Thames. All my four accidents were on TLRN roads and/or bridges

In addition to my own accidents, I have seen dozens of events in which cyclists have been hit by motor vehicles. I can thank providence that so far I haven't seen a serious injury, although it is only a matter of time, and I have seen many mangled bikes. I can imagine that in a few years time, if conditions do not change, I will be put off cycling in London entirely. I will then join the significant percentage of society who would cycle, but can't/won't, and are frustrated by that fact.

To repeat, it took a radical redesign of a critical part of my cycle route to persuade me that cycling was an option in the first place. I predict it will take radical redesigns of quite a few more stretches of road, bridges or junctions to keep me in the saddle for much longer, or to persuade many potential cyclists to join me.

Yours  
Paul Megson

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I am a London cyclist that has been travelling around on two wheels in the city for about 6/7 years.

Although I love cycling, there is not a day that goes by where my experience is not stressful. Without wishing to bring in party politics into the matter, it has got considerably worse under the mayoralty of Boris Johnson, with his commitment to "smoothing traffic flow".

The solutions to make cycling in London better are numerous, but in my view it begins and ends with a road network that not only fails to consider cyclists, but in some cases, actively seeks to eliminate provision. The best example of this is pavement widening, which in some cases is merited to make pedestrians' life easier. However, pavement widening without reducing car capacity only serves to make life much worse for cycling. Other examples include Blackfriars, Kings Cross, Henlys Corner....I could go on. We need several measures – 20mph zones, liability reform (with the onus on the driver), DECENT cycle lanes (including segregation where necessary), contraflow routes in central zones, better training, more cycle parking etc etc.

I would appreciate it the Mayor and TFL could take cycling seriously and realise that people who use bikes are not just statistics or figures of inconvenience on the road. We are people with family and friends who have made a choice to transport ourselves around a city by bike. We should not be made to feel like 2nd class citizens because of our choice of transportation.

To give you an idea of my daily frustrations, I cycle from Brockley/New Cross to Holborn every day, and often use my bike around south-east London and east London on weekends.

On my daily commute, particularly through New Cross Road and the Old Kent Road, I have to cope with fast-moving and impatient traffic, which often tailgates me or tries to pass by me far too closely. This requires an awful lot of concentration, and I am constantly having to look over my shoulder, even in the relative sanctuary of the bus lane, where taxis and motorcycles can often pass by without my noticing them. This makes cycling far far more stressful than it should be. Particularly on the Old Kent Road, I see some frankly startling speeds reached by motor vehicles, far in excess of the speed limit. Another issue is that of left hooks (where a car cuts a cyclist up by turning left). Many drivers notice you but don't care and do it anyway, although recently I have seen a lot of vans/cars that are missing wing mirrors, which I find incredible. However, the main reason this occurs is due to road design, which is overwhelmingly geared towards motor vehicles.

Buses can also be problematic, as their constant stop/start flow means as a cyclist you are constantly having to manoeuvre to overtake, which on certain roads is very stressful.

One of the most important issues for me however, and possibly the best reason why we should encourage cycling, is that of pollution. I think it is embarrassing for a city of London's pedigree to have what is essentially, a 3rd world traffic problem. I wear a mask while cycling, but even then, there is not a day that goes by where I cannot taste the fumes in my mouth and the back of my throat. It is disgusting that we have the worst air quality of any country in Europe and that our Mayor refuses to do anything except use suppressants to try and gloss over the issue.

I could go on all day, but in my view what we should be doing is taking a lead from some of our major global rivals - New York, Chicago, Paris, Barcelona, Amsterdam, Copenhagen - and seek to "Go Dutch" with our streets, so that pedestrians and cyclists become the priority on London's roads. This city is in danger of falling badly behind other global cities in becoming a cleaner, healthier, more liveable place to be. The Dutch roads work, for the benefit of all, so we should not try to re-invent the wheel, but learn from their already established best practice.

I think we will all be happier when we see London become a bit more like Holland. London needs it desperately.

Regards,

Matt

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### **Are you a cyclist in London?**

Yes

### **Is the experience a joy or a nightmare?**

Somewhere in between - a grind, mixed with moments of exhilaration and pleasure

### **What would make it better?**

As a regular commuter and recreational cyclist, I consider the following of great importance:

- Slowing all traffic is essential. If traffic is held to around 20mph - a speed difficult to reach in many parts of London - then cyclists can keep up with the traffic stream at junctions. That makes it safer for all. I have lost count of the number of times I am overtaken by motorists who then immediately turn left, meaning I have to brake suddenly.

- A network of lock-up bike containers using the same locking keys as the Boris Bikes. Most cyclists have lost a bike to theft, and it puts many off for ever. What puts people off is the lack of safe storage at the end of journeys. I would like to see a proportion of car parking spaces replaced with the type of lock-up

shelters that exist at many country railway stations. These could be a subscription service like Boris Bikes, and indeed, why not use the same keying system.

- Allow an early start for cyclists. This should include allowing cyclists to proceed at walking pace during 'barnes dance' 4-way pedestrian signals.
- Allow cyclists to go the wrong way along all one way streets, with suitable markings to warn motorists/pedestrians. This works well in Shoreditch where it has been trialled.
- Cycle lanes must be continuous and not be interrupted at junctions. They should not have vehicles parked in them. This is obvious. Have a look at what Paris has done around the city, e.g. Boulevard Magenta.
- Improve connections between long stretches of quiet streets that parallel major roads. These could be attractive off-main-road routes, but too many are broken up by being blocked off, not having priority over junctions, etc.
- Remove the division into 4 lanes in narrow streets The left lane is often too narrow for cyclists to pass stopped vehicles and too narrow for motorists to pass cycles. Such roads should have a simple centre line only.
- Extend the network of red routes for buses, which currently provide the best cycle routes in London. Stop their use by motorcycles immediately, it has led to a rise in accidents across London.
- Remove ALL roundabouts and gyratories. Roundabouts are dangerous for cyclists as they have to compete for road space with fast-moving traffic from all directions.
- Redesign dangerous junctions. Junctions where there has been a cyclist fatality should be immediately subject to review and redesign to improve safety.
- Compulsory cycle awareness training for bus drivers. Many pass too close, go too close behind bikes, cut them off at bus stops, etc.

In closing, I am not looking for separation necessarily, though I recognise that the evidence shows that is necessary to attract timid or inexperienced cyclists. But traffic behaviour generally should be managed and simple improvements made, to make travelling by bike better and easier.

Kind regards,

Dr Matthew Hardy

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I am German and would like to visit London, and to discover it by bicycle. But I am not accustomed to the traffic in London. I also don't know the meaning of special traffic signs, if there are any, road markings, and rules. Needless to say, left-hand traffic will be a serious problem. Especially if I want to change my direction and have to turn to the right or left.

So, it would be really nice, if there was a website that provides important information for foreign bikers in London. What is allowed, what forbidden? What do I have to mind? Could be helpful also to people who recently moved to London.

Kind Regards!



Liane Poost

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I suggest that there be a London-wide campaign against one-way streets. Piecemeal campaigns can be ignored by TfL and council car-loving engineers. Bath St, Bunhill Row and Fortune St, EC1, spring to mind. One-way running is unnecessary in these wide-enough streets, and others. (Obviously, some streets may be so narrow that they can only be one-way, but they are a small minority in my experience.)

Leo Chapman

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My big question about cycling is about rules of the road, and who on earth knows about them? I have driven a car daily, with confidence, training and awareness for ten years. I've been a bicycle owner and cyclist in London for 8 weeks. Every London cyclist had a different approach to tackling junctions and busy lane changes. I feel safer in the sheer numbers of cyclists in central London, but half the time I feel clueless, and have no idea if cars know I'm there or not. Both sides need education on the correct etiquette of road sharing for everyone's safety.

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I cycle regularly through London for meetings from Waterloo to Euston area – getting there is fine, I have a route more or less dialed but the return is a nightmare, I always end up having to ride round Aldwych in the rush hour to get over Waterloo Bridge. Why oh why are there not more signs for cycle routes through London – a simple arrow sticker on a lamppost would do as they have in Amsterdam. It's ridiculous that you need a satnav to navigate your way round the numerous one-way systems etc when there are quieter routes available for cycling on.

Kind regards

Julie Rand

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I am not a cyclist, I am a person on a bike: I use the hire bikes.

Cycling in London could be great, but it's mostly horrible. Little enforcement of laws for bad driving, and priority given to motor vehicles makes a bike-unfriendly atmosphere.

We need what they have in the Netherlands. The answers to our transport problems are already there. For free!

If you want 20% of journeys to be made by bike, 0.5% of the road budget won't be enough.

Best regards,  
Joe Costello

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What might make Cycling more popular would be if Cyclists realised that they had to obey the rules of the road - perhaps all bicycles should be licenced, with a Test Certificate required before they are let loose on the road!

Put an end to cyclists cycling the wrong way up the middle of a one-way road, or incorrectly turning sharp right or left into an "other way" one-way street, thereby risking being hit by a car validly turning out of a one-way road....

Make them realise that a RED LIGHT means STOP to wheeled traffic, however many wheels the vehicle has!

If they must cycle on a pavement, make them get off and push the bicycle when there are pedestrians on that same stretch of pavement, which after all is designed for pedestrians, toddlers, pushchairs, etc.

Stop Cyclists trying to squeeze in between bus and pavement when the bus is approaching a bus stop to pick up/drop off passengers, and clearly indicating with it's left indicator the driver's intention to stop and pick up the passengers standing at the bus stop waving said bus down.....

Carrolle Jamieson

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I am a Nationally Fully Accredited Bikeability Instructor. I have been riding on the roads of London for over sixty years (60). I was a Metropolitan Police Officer for over 30 years and I am also a motorist. There is absolutely no doubt in my mind that cyclists, as a whole, are the worst performing group of road users, the vast majority of whom routinely flout the law. On a daily basis I witness incidents involving cyclists who pay no regard to the law, highway code or other road users. When challenged over their behaviour they are often extremely threatening and abusive. The cycling fraternity need to put their house in order before trying to proportion blame onto other road users for the ills that befall them. I would like to see better provision for cyclists in the capital to help ensure their safety. However, I am sure that the behaviour of cyclists will not improve unless police take positive steps to enforce the law. Currently there is a distinct lack of police action in this area, particularly in respect of teenagers, with kind regards, James.

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In response to Caroline Pidgeon's request for cyclists views

From the age of 5 I have cycled as a means of transportation and pleasure. I have cycled in many parts of the world. What makes London dangerous is first the many dimensional ignorance of car drivers. In a car anyone, me, an experienced cyclist, anyone has to fight the comfortable, cushioned insulation of the tonne of metal to hold on to the reality of cyclists and pedestrians:

Cars drive too close

cars speed up to overtake cyclists inappropriately and then tightly turn left in front of cyclists

cyclists invoke road rage in a large minority of car drivers

drivers have no time perception, a few seconds seem like eternity in a car

and so forth

Cyclists make mistakes but the difference in lethal power makes a driver's responsibility greater:  
Responsibility descends with lethal power

adult to child to infant

car to cyclist to pedestrian

Traffic police must be reintroduced with spot fines and warnings. This is simple civilised courtesy that marks a great and good country.

The LCC is well informed and well run. In my opinion! Just do what they recommend!

Abby Taubin

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I can't say I'm pleased to hear of another consultation into cycling. It's obvious what needs done. Right now you are killing us and you know that's true no matter how much you fiddle the numbers. Why? So Boris can get his suburban voters home a few minutes earlier? If you're not going to do anything again then please enforce current road laws - that's drivers, no cyclists. Jumping red lights and getting off with murder isn't acceptable - the car lobby is hysterical in its defence but they're the ones breaking the laws and killing people, not us.

Re-reading this I find it depressing I assume the sea change we need won't come and am merely asking you enforce the laws we already have. Pathetic.

Best, G = a driver, a cyclist, a pedestrian.  
Gavin Simpson

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Thank you for asking about this. Here are the issues I would like raised:

1. Get bicycles out of bus lanes which I find frightening to bicycle in - surely putting the biggest lump of fuel-powered vehicle in a lane with the smallest is a recipe for creating fear and problems.
2. Bicycles and Motorbikes can work harmoniously together - there's a bond in two wheelers, but less so between two and four wheelers.
3. Get more back streets linked up on routes which don't then peter out at junctions right when you need protection most
4. Provide more storage space in public spaces for folding bicycles which can't be locked up in a conventional way
5. Improve the safety of parked bicycles from theft
6. Penalise parents who drive their parents to school by car on a short journey and actively encourage/bribe teenagers to bicycle to school instead of using a free bus.
7. Make the river frontage a bicycle route and not pedestrian only by adding a type of promenade/embankment and giving the river frontage back to Londoners and not tourists wandering aimlessly
8. Have yoga classes set up to teach people who bicycle regularly especially on short journeys how to improve their health.

I live in Rotherhithe and we see so many weekend family bicyclists who become frustrated with the poor signage and incomplete bicycle route along the Thames which has steps in the middle of it.

Also, many of the bicycle pressure groups are stereotypical beer drinking long distance types who may be welcoming to others but their literature is very hard core. Short journeys is where a love of bicycling starts.

I greatly appreciate the Mayor's desire to get bicycling on the agenda. Thank you

with love, blessings, gratitude, gracefully  
Guru Kaur

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As a car driver I have found that since the Mayor gave permission for anyone to go out and get on a bike, it has become very dangerous for car drivers on the road. I had to learn the rules of the road and then pass a test before I was given the right to drive on the roads. It has always been bad enough when the young people cycle on the roads without due care but, now we have adults who are cycling the same way as the young people and for some reason think they have the right to drive recklessly on the roads and cause traffic jams or for some drivers to swerve from their recklessness. I have no objection to all the cyclists who

know the rules of the road and who stop at traffic lights and zebra crossings and who indicate when they are about to move across your path.

Just in case you are unaware of this, there is a book out there that has been issued by the Driving Standards Agency called "The Highway Code".

Anyone who buys a cycle should also be made to buy one of these books and to read it, they should also be made to have a right wing mirror fitted to their handle bars. If you had thought properly about what you were planning when you decide to have these cycles on the streets of London it might of occurred to you that accidents and road rage would increase. Have your cycles for those who want them but think about the other road users who are paying for these lanes and who are frustrated with people who don't even know how to cycle safely as they have not touched a cycle since they were very young children.

yours sincerely

Catherine Walker

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I am 64 and have cycled all my life, including commuting into Croydon for over 25 years. I am a leisure cyclist/tourist as well as a functional one. My wife cycles, as does my daughter (and her husband) but not my son or his wife. I expect to ride around 3000 miles this year - approximately my average over the last 20 years or so. I have suffered four serious injury collisions, all while commuting.

Cycling in London is suppressed. *inter alia*, by

1. perceived danger from other road users;
2. perceived bad weather;
3. the state of the roads, including a lack of suitable parking facilities.

1. The biggest factor suppressing cycling is danger, real and/or perceived. Education and penalties are thought inadequate to prevent the motorists' behaviour which makes cyclists consider themselves to be in constant peril.

The CTC "SMIDSY" campaign (Sorry, mate, I didn't see you) reflects a general lack of awareness by motorists of anyone else who isn't a threat to them. It has often been said that this doesn't occur in France as most motorists are, or have been, regular cyclists, and thus see the world through the eyes of a cyclist (especially seeing the world through the eyes of a vulnerable road user). Several options present themselves - select one or more of

- no driver can take a test unless he or she has recently passed a cycling proficiency test
- no person found driving without a licence (or insurance) will escape a custodial sentence
- no person can have a provisional licence for more than a set period; 18 months?
- no person committing a second or subsequent offence will escape being committed for contempt of court in addition to any penalty for the offence in question
- all perpetrators of collision-causing behaviour will be required to attend a face-to-face interview with the victim and/or their family
- speed limits will be policed more stringently
- all persons caught using a hands-held mobile phone while driving will have the phone immediately confiscated; a second offence would lead to all service suppliers adding them to a (mandatory) "mobiles blacklist" so that they could not get any future mobile service whatsoever
- authorities (which ones??) will have greater powers to seize and either sell or destroy vehicles used in crimes or in causing death or serious injury by dangerous driving

2. Weather is something which is over-stressed as a downside of cycling - statistics show that (say) encountering rain is less common than is thought. This could be the subject of education.

Facing the consequences of bad weather, or of personal hygiene issues arising from the effort of cycling, can be tackled via workplace changing/showering facilities. The "effort" issue can be tackled by education, stressing that not everyone has to cycle like Mark Cavendish; this is best done by having cycling as a normal means of transport from an early age, so that people can ascertain for themselves what effort level is needed for different trips.

3. The state of our roads is a disgrace - I have just returned from a long weekend break, cycling in Normandy; one road alone stood out as being "typically English" and was commented on as such - all other roads were a pleasure to cycle on. Two aspects stood out, in contrasting roads south of Dieppe and those north of Newhaven

- the surface of French roads rarely has tar sprayed on top, gravel (partially) rolled in and the loose gravel left for the traffic to roll in or to spread to the sides (to the sides where, of course, cyclists ride ...). It *appears* (I have never seen French road works in progress over many visits there) that the gravel is mixed with the tar before spreading ...

- French road surfaces appear never to merely spray tar on top of an existing uneven road, to be followed by gravel as above. In Britain, this is normal, so that the unevenness, which previously could be seen by way of the patchwork of colours, is now obscured by a monochrome new surface - this makes cycling very uncomfortable. Not putting all services under roads would reduce this issue ... pavements, perhaps, would be a better solution, can we start now, please, with all new services?

- Separate cycle tracks/lanes etc are hugely different. I would invite anyone considering separate cycle tracks/paths to compare the Cuckoo Trail *en route* to Newhaven with the *Avenue Verte* south-east of Dieppe, to see what could be done here as against what is done. The French route has a billiard-table-smooth machine-laid surface, the British one has either badly-hand-levelled tarmac or none.

This is all a matter of resources and of political will - if it is desired to induce cyclists onto their bikes for routine transport purposes, or to induce people to ride for leisure/holidays, something more attractive than the dangerous roads surfaces and antagonistic/antisocial behaviour met on our roads must be tackled. We need to put "people first" (to include pedestrians) and to see motorists as controlling *potentially* dangerous vehicles, so that education and policing - with appropriate resources - are put in place to minimise the danger.

Andy Bebington

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Cycling is marginalised and measures to improve cycling in London are not bold enough. Sites like the Olympic site and all new large scale constructions should cater for cyclists as well as the Dutch do in terms of priority and separated road layout. Cycling to Stratford Westfield yesterday via canals and Greenwich foot tunnel was pleasant until I got within 2km of the site, from where it looked like the brand new roadways had pavement shared cycle paths that look like an after thought when they could have been done properly. Pedestrians use them because they are not well labelled.

Prison terms or tougher sentences need to be introduced for lorry drivers and motorists who kill cyclists, too many are getting away with murder. They need to be made to give cyclists space because of fear of comeback for their actions.

We need lots more cycling parking spaces, Acre Lane is a great example of a road that could do with masses more cycle parking, cycle hoops are cheap and unobtrusive.

A small increase in the cycling budget equal to a couple of miles of motorways would achieve a massive amount.

Cyclists should be trusted to ride alongside pedestrians on routes like the Greenway and not forced to slowdown by metals structures that they can hardly squeeze through.

All road planners should be made to cycle routes before they do any planning.

Cyclists should come second in any tranport policy after pedestrians. This city could be so much more pleasant if it was less car centric.

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We need a massive publicity and enforcement campaign that reminds adults that they must share the streets with children wishing to use them.

At the moment the streets are the preserve of adults; mainly male adults.  
There is no allowance made by them for children using the streets.

By now everyone surely understands the multitude of health, environmental and personal development reasons for children to walk or cycle to school, to their after-schools activities, to their friends' houses, or just for the pure fun of doing so.

So why do so few children cycle around their neighbourhood and why are parents so reluctant to permit them to do so?

I think the answer is quite simple. We have created an adults-only culture on our streets.

The expectation is that people using streets have obtained a driving licence to use them, and that other road users should not interfere with the 'urgent', 'important', grown-up traffic. They should cross at designated points and have a professional bus driver to take them from A to B.

The driving culture of lessons, licence and penalties is clearly not really orientated on controlling your fast, heavy vehicle to stop it intimidating and damaging children who are bumbling along the roads in an unpredictable manner (because children are immature, unpredictable and prone to being distracted, otherwise we wouldn't call them children).

Instead, our culture has made the driving licence the base-level for road usage - with all other users required to have the level of understanding of road signs, rules and mechanical control that the licence holder has. The Highway Code is essential reading for everyone, says the Goverment, even if you can't yet read!

If you don't show the motorists' understanding of road rules they will simply bully you off the road.

So, in our culture, what happens when a child is using their road (as much their road as an adults) and a driver smashes into them at over twice the legal speed limit, behaving in a totally 'important adult' get-out-of-my-way way? This week's report from 'This is Somerset' tells you all you need to know:

Talented footballer Callum Hartigan, 11, was left with broken bones in his right leg and needed skin and tissue grafts from his back and left thigh after he was struck by Daniel Wooler, a company director who was driving at 67mph in a 30mph zone in Bristol, as he rushed to attend a meeting he was late for. Bristol Crown Court heard Wooler was racked with remorse after driving his BMW 7-Series at more than twice the speed limit and hitting Callum as he rode his bike in Bradley Stoke Way.

Wooler, 44, of Stanton Drew, pleaded guilty to dangerous driving in February last year. Judge Simon Darwall-Smith gave him a 12-month jail term, suspended for two years, with 150 hours of unpaid work and £850 court costs. He banned him from driving for a year and ordered him to pass an extended driving test before returning to the road.

The judge told Wooler: "You were driving in excess of 60mph in a 30mph area.

This speed had a disastrous effect on Callum. He was injured seriously and will have ongoing further surgery.

"I accept that you are fully remorseful about the speed of your driving and the consequences of it.

"This was not a case where any injury was intended by you."

There is absolutely no prospect of masses of children cycling in their neighbourhood until such an appallingly 'adult' use of the road is considered by our culture and our judiciary to be the exact equivalent of callously hitting a pensioner over the head with an iron bar, and punished accordingly

Charlie Holland

[www.kenningtonpob.blogspot.com](http://www.kenningtonpob.blogspot.com)

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I feel cycling in London is dangerous, for all of the reasons that you know already. However, I do notice lots of mini cabs and lorries drive around with broken wing-mirrors. My heart sinks a bit whenever I see this as I know that vehicle is driving around without any ability to navigate around other road users.

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Dear Sir,

two key barriers in my experience, though I stress that I cycle regularly and I'm very experienced - it's my primary form of transport.

1. Safety. Of course safety is paramount. I use side roads and quiet streets where at all possible, which make my journeys more lengthy and more difficult to navigate but even as an experienced and confident cyclist I don't feel I can trust drivers and in particular both bus and lorry drivers. I can't believe we can't make adequate off-road provision on large, main commuting routes (Holloway Road, Camden High Street, the bridges etc) - there's more than enough space if we prioritise appropriately. We need to focus on

- training and awareness, though of drivers (cars, buses and lorries) rather than the fairly patronising efforts we often get geared at cyclists
- Hold bus drivers to account - so many drive wonderfully and respectfully but a number drive in a threateningly close and fast way, with the apparent aim of scaring cyclists
- Ensure ALL lorries have adequate safety measures - alarms, mirrors etc - or ban them from London
- Think about speed - do we really need motorways in central London? a 20 mph limit is far more appropriate on many of our roads
- Remove the gyratories - they're dangerous and have no place in a modern city
- Fix the dangerous junctions - you promised to do so in the mayoral elections

and 2. The second barrier is more the lack of adequate provision. I work in Canary Wharf and over the last three years and as cycling has become more popular I find it harder and harder to park my bicycle.

Much the same difficulty in Soho, Covent Garden, Oxford Circus and Blishopsgate. We need more parking facilities.

thanks

Emma

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I cycle 20 miles most days from my home in Winchmore Hill to my office in Liverpool St and back (10 miles each way). I have been cycling in London for 10 years since I was a student. In that time I have been involved in one accident when a car turned across my path. I have had a friend killed by a lorry while on her bike (this was in Oxford not London). I have to say that cycling provisions have dramatically improved in the time I have been cycling but I think car-bike relations have declined.

Here are a few of the issues I have thought about:-

Showers and bike lockup:-

My current office fortunately does have a bike lock up, lockers and showers, in fact it was one of the questions I asked about in my interview. But previously I had to use my gym to shower at every day. With the cost of central London gyms I suspect the cost and inconvenience of this may be putting some cyclists off. A solution would be to make all new offices and all offices above a certain size be required to provide proper facilities.

Traffic lights:-

At my normal cycling speed of just over 17 miles an hour it should take about 35 minutes to get in. The fact that it takes closer to an hour means I spend 20-25 minutes waiting at lights. A Green Wave light phasing could drastically improve commute times and make cycling safer as fewer cyclists would run red lights and cars would also flow more smoothly.

Other cyclists/car attitudes:-

I think there are plenty of aggressive cyclists who don't respect the rules of the road. This results in car drivers who don't respect cyclists' rights to be on the road. Both of these attitudes need to be neutralised to make the roads safer. I would not be adverse to a compulsory central London licensing/education scheme for bikes to guarantee cyclists have a minimum knowledge of the rules of the road. Provided the costs were minimal and any revenue went to improving cycle infrastructure. I think this would empower cyclists rather than put them off.

Lorries and busses:-

Probably the biggest turn off when actually cycling is the danger and fumes presented by these vehicles. They should be required to conform to the same emissions standards as cars in central London. Very large lorries should be banned from central London and there should be a requirement for additional mirrors so they can see cyclists. Too often a cyclist is killed because the lorry driver claims he couldn't see him- in central London, with the number of cyclists, lorries need to be able to see or detect cyclists. You wouldn't allow a hunter to discharge a rifle into a bush containing beaters and then to claim it wasn't his fault because he couldn't see the man he shot.

Better cycle lanes:-

Too many cycle lanes are too narrow to allow cyclists to pass, too poorly marked or separated from traffic, or end up with parked cars in them. Cycle lanes need to be wider, separated from traffic by a raised curb or rumble strip and protected from cars parking in them.

Cycle filter lights:-

This seems a sensible idea in some places. More should be installed.

Drain and manhole covers:-

These are slippery and dangerous when wet. They are also frequently not flush with the road surface which creates a very dangerous combination. They should be covered in a non slip coating, kept out of cycle lanes where possible and better standards of ensuring they are flush with the road surface enforced.



Road surfacing:-

Poorly surfaced, or frequently dug up and refilled roads make for a supremely uncomfortable ride.

Maintainance:-

New cyclists may be put off by not knowing how to change tires, check brakes etc, a subsidy for basic bike maintenance courses at london bike stores might be a good idea. I think the - what if I get a flat half way in- fear would be pretty persuasive and is probably a significant barrier to some cyclists.

Kind regards  
Russell Ellis

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Regarding the consultation re cycling in London it seems to me that there is a complete lack of understanding of the needs of cyclists (and pedestrians) to encourage people out of cars and to feel safe to both cycle and walk (look at recent figures for injuries and deaths to both - up significantly). It is time to grasp the nettle properly and make radical changes rather than bits of blue paint and the odd concession to cyclists. This does nothing to encourage the day-time shopping cyclist to try it - and this must be the way forward - to get people out of cars for the school run, for shopping and for general travel. Far too many people are driving during the day. The Western Congestion Charge for a start should be re-introduced to discourage those within perfectly easy walking distances and tubes and buses who decide to drive simply because they can. As always the car driver makes more of a fuss than the 70+ year old who may not own a car and does not know how to object. With these points in mind I submit the following:

- To understand the issues facing current cyclists and the barriers to potential cyclists;
- To examine the plans proposed by the Mayor and TfL to improve cycling safety and increase cycling modal share; and
- To generate recommendations to the Mayor and TfL to improve the cycling environment and cycle safety in London.

...as articulated by campaigns originating from such as Sustran, LCC "Go Dutch," The Times "Cities fit for Cycling" (see manifesto below, wider than just London) & the excellent Cyclists in the City blog at <http://cyclelondoncity.blogspot.co.uk/>.

What we need is a political will to change, currently sadly lacking in London – my own view is that the Mayor & TfL pay lip service to this whole topic – yes a bicycle hire scheme has been successfully introduced and the cycle super highway program developed but compared to what is happening/has happened in other leading cities (such as New York, Paris, Montreal, Chicago to name but a few) in other countries, priorities here are still with motorised vehicles. London is falling behind which is a shame to be laggard rather than a leader.

So some things I'd like to see happen:-

1. Commitment to 0 cycling deaths in London.
2. Introducing a 20 mph default speed limit.
3. More training for lorry & bus drivers.
4. More mirrors on lorries.
5. Prosecution of drivers involved in accidents to cyclists.
6. Junctions to be designed around prioritising pedestrians & cyclists not motor vehicles.
7. More shared use streets like the one built by The Science Museum.
8. Introduction of fully segregated cycle lanes, and to be joined up & continuous, not just put in front of new developments
  - a. Check what other cities are doing – Paris, New York, Montreal & Chicago.

9. Cycle lanes to be properly maintained, swept regularly & any vehicle parking in one to be towed away.
- a. Try riding the cycle paths on both sides of the A4 from Chiswick roundabout going up to Gillette corner as a poor example on points 8 & 9.
10. Cyclists to be able to turn left on red lights if clear.
11. Properly maintained road surfaces.
12. Get more Police out & about on bicycles engaging with the community.
13. TfL planners to be made to ride bicycles across junctions to fully understand the issues & challenges.
14. All new office & residential apartment buildings to provide secure cycle parking, shower & changing facilities.
15. A fully co-ordinated & joined up approach between TfL, the Mayor's office and the London Boroughs.
16. A committed investment £ program – many cyclists, like me, are also car owners/drivers, as well as users of public transport.

I look forward to hearing and more importantly seeing the results of this consultation...

### **The Times "Cities fit for Cycling" Manifesto**

- 1. Lorries entering a city centre should be required by law to fit sensors, audible turning alarms, extra mirrors and safety bars to stop cyclists being thrown under the wheels.
- 2. The 500 most dangerous road junctions must be identified, redesigned or fitted with priority traffic lights for cyclists and Trixi mirrors that allow lorry drivers to see cyclists on their near-side.
- 3. A national audit of cycling to find out how many people cycle in Britain and how cyclists are killed or injured should be held to underpin effective cycle safety.
- 4. A minimum of five per cent of the Highways Agency budget should be earmarked for next generation cycle routes, providing £100 million a year towards world-class cycling infrastructure. Each year cities should be graded on the quality of cycling provision. Cycle provision is a win/win solution - once it is put in the maintenance costs are negligible.
- 5. The training of cyclists and drivers must improve and cycle safety should become a core part of the driving test.
- 6. 20mph should become the default speed limit in residential areas where there are no cycle lanes - and across the whole of London - to make it the choice of each borough is a nonsense - you wouldn't do that with the smoking ban for example. It has to be London wide or it is too confusing and drivers will not acknowledge it.
- 7. Businesses should be invited to sponsor cycleways and cycling super-highways, mirroring the Barclays-backed bicycle hire scheme in London.
- 8. Every city, even those without an elected mayor, should appoint a cycling commissioner to push home reforms.
- 9. All schools should have no-drive zones around them.
- 10 All new build offices and apartment blocks must have an absolute minimum of car parking spaces and more for cyclists.
- 11. And end to the amnesty for drivers on certain days - this makes travel for those who rely on Public Transport an absolute nightmare and is utterly wrong.
- 12 TFL must be more answerable and must have correct Consultation Procedures in place.

Regards - Ruth Mayorcas

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This is a personal submission to the London Assembly's consultation on cycling.  
[http://www.london.gov.uk/sites/default/files/Cycling%20in%20London%20scoping%20paper.pdf\\_0.pdf](http://www.london.gov.uk/sites/default/files/Cycling%20in%20London%20scoping%20paper.pdf_0.pdf)  
 f)

I'm a father of two, living in Richmond. My children are 2 and nearly 4. Every day I take them on my bike to nursery, and then I either take the train to work, or cycle to Vauxhall.

There are a lot of primary schools nearby me. Not a single one has a traffic free route along which I can cycle all the way, and some don't even have wide enough pavements for me to cycle on with a child on the bike. I break the law every single day I get on my bike with children, and I break it every time I pull away early from traffic lights in place like Wandsworth and on the main roads to Vauxhall, so that I can establish a safe road position against the four lanes of traffic behind me.

Almost every time I read about cycling, it's to hear about cyclists feeling in danger, people not cycling because they perceive it to be dangerous, or about some horrific accident which leaves someone dead or in hospital. And then I look at the world outside the UK - to Copenhagen, Amsterdam, New York, or even Paris. All of these places realise, to one extent or another, that cyclists don't want to fight for road space with cars and HGVs anymore than drivers want to worry about cyclists trying to get somewhere.

Our current system starts from the premise that it is appropriate and safe for everyone to share the roads. Last week I saw a nine year old boy, on his own, cycling on the South Circular. I never want my children to have to do this to be able to cycle to school, and I'm horrified that we still think this is acceptable. London, in my opinion, needs dedicated, high quality infrastructure to support mass cycling. We should be aiming for half of all trips in the capital to happen on a bicycle, and we should be aiming to build the infrastructure that supports that. If this means inconveniencing cars, then so be it: encouraging more people to cycle not only improves the health of those cycling, but it reduces congestion for others.

Please consider how London really can be a great cycling city for everyone, young and old, able-bodied and less so, and take the focus away from prioritising smooth traffic flow for cars and trucks over all other modes of transport.

Sincerely,

Tim Lennon.

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I do not live in London but I am an everyday cyclist (meaning I cycle every day of the working week, including throughout the winter, to work and I cycle to shops etc.) and have been so for more than 50 years. (I started cycling regularly to school in 1959 -roughly 4 miles each way at the time- and have continued to cycle ever since.) I lived in the Netherlands for 13 years where my daily commute was 16km each way. The journey was mainly on country roads and not on cycle paths but -as a matter of course in the Netherlands- as soon as I neared the city it was cycle paths all the way to my final destination.

The most important factor in cycle safety is the number of cyclists. If more people cycle, drivers will be more aware of the cyclists -the drivers might even be cyclists themselves!-, more funding will be provided for proper cycling facilities, and instead of having "cycle safe" campaigns there will be a recognised need for "drive safe"

campaigns. Sensible legislation that prioritises the vulnerable will become a matter of course and will foster a society that shows respect for fellow citizens and the environment.

Sadly everyday cycling is not an everyday occurrence in the UK and the first step must be to educate the public about what "everyday" cycling really means. Viewing your clip, what is very striking is that practically none of the cyclists is riding a bicycle that is suited for everyday cycling. Indeed I did not see one bicycle that was fitted with lights. Look at a typical picture of cycling in the Netherlands, where everyday cycling is indeed an everyday occurrence, and the opposite is true: bicycles have lights permanently fitted (of course!), they have mudguards, chain guard, bell, permanently fitted cycle lock, reflective tyres (required by law at the point of sale), pannier rack, etc.

Legislation in the UK on cycling is a mess. For example, in the cycle-to-work scheme there are tax advantages for \*not\* fitting lights permanently to a bike. As a result, the cycle-to-work scheme is abused by people buying bikes and fancy clothing purely for leisure purposes.

Nottingham City Council is planning to offer its citizens hire bikes that have no lights fitted to them; instead (as I have been told by the council) cyclists must provide their own "strap on lights"[sic]. At the University where I work I have only just succeeded in persuading the University to fit rear lights to the pannier racks on its hire bikes.

The point that I am making here is that we have to educate the general public -and the so-called "professionals"- about what "everyday" cycling really means. Legislation is required to ensure that, at the point of sale, bicycles are properly equipped and organisations offering bicycles for hire must maintain minimum standards. Legislation is required to impose minimum standards on traffic management so that councils cannot ride roughshod over the needs of vulnerable traffic (pedestrians and cyclists). For example, residential areas should be designed to be networks of pavements and cycle paths that motorists have to cross rather than networks of roads that pedestrians and cyclists have to cross. The image of everyday cycling -riding an everyday town bike in everyday clothes- carried out by everyday people of all ages needs to be projected at all times and companies and professional organisations that exploit the nonsensical UK legislation for their own gain need to be upbraided at every juncture. If this is done, cycling will indeed be seen as an everyday activity and there will be much public support for the much-needed infrastructure necessary to making it truly safe.

Yours faithfully,  
Roland Backhouse

## 5. The concerns of people who choose not to cycle

### Tweets:

- If we could make cycling safer, through better infrastructure the huge latent demand could be met. Kids on bikes?
- I've never dared cycle but would like to if it was safer
- I've never cycled in London but I do know its very car dominated... and that's a bad thing
- Getting beginner cyclists on London's streets much harder with sub standard cycle infrastructure
- Don't even get me started on cycling with my 8-year-old niece anywhere but parks and pavements ...

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I am very concerned to see that only cyclists are being consulted. You are missing a vast area of difficulty in that you are not considering the difficulties and dangers posed to pedestrians, particularly old and disabled, by the increasingly illegal behaviour of growing numbers of cyclists. A number of people have been killed or seriously injured by cyclists behaving illegally, for instance riding on the pavement. This is generally ignored as apparently the rights of cyclists are paramount. I do not believe that the matter will improve by the provision of better facilities for cyclists as the presence of cycle lanes appears to signal to them that the whole of the accompanying pavement is part of 'their' route. Pavement cycling is also increasingly used as part of mugging, eg theft of mobile phones.

Consequently, my question is:

What will be done to protect pedestrians from illegal behaviour by cyclists and what measures are being taken to increase the accountability of cyclists?

R.F. Dalton

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I would love to travel to work by bike, but i must admit the thought terrifies me! The roads are too narrow and congested and there are alot of dangerous unisured drivers out there, that are also banned from driving but continue to do so anyway. Then you have the cyclists out there, who go through red lights at their own peril. I've also had first hand experiences of cyclists who don't have lights on at night or luminous clothing and you only see them at the last minute. There needs to be a law that all cyclists should wear a helmet and be insured. Also that drivers should do what other European countries have, their tax, insurance and M.O.T displayed on their windscreens.

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I'd like to submit my views for your cycling investigation.

I'd like to start cycling to work but I just don't feel brave enough! I undertook some cycle training free from Haringey Council, which was great - but after the first two lessons the price rose to around £80 a session and I couldn't really afford it. I'm glad training is offered but it seems to be attacking the problem from the wrong end - trying to tool people up to deal with the danger on the streets rather than making the streets safer.

I think the 'improvements' that have been made to cycle infrastructure lately have been half-hearted, even cynical. Bright blue lanes that stop and start. Often narrow. Only in use at certain times of day. Sometimes

used for car parking. They disappear at frightening junctions. All of them stop short of central London itself.

I think I'm like a lot of people- I feel positive towards cycling but I want safe segregated tracks along main roads, and traffic calming and well-enforced low speed limits on side streets.

I went for a city break in Copenhagen recently. The cycle tracks were ubiquitous, wide and well-used by people of all ages. In London we say we haven't got the room for this, but it's not true. We use the room for car parking, or multiple traffic lanes. Look at the urban motorway running into Stratford for example.

We can see what works from looking abroad, but I don't think anyone has the will to copy the winning formula, which is a great shame.

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Apologies for not offering my views on cycling in London in time for the meeting on the 12th July.

I am a pedestrian, motorist and cyclist in that order and while I agree that cyclists need protecting from other road users, I also think that in general they could behave more responsibly towards other road users.

I walk through central London every morning and evening and on every occasion I experience cyclists not stopping at pedestrian crossings, jumping traffic lights or cycling on pavements. You would think that the Highway code does not apply to them. I think that if cyclists are lobbying for more spending on cycle routes and other cycle-safe initiatives then these should be allied to greater responsibility and accountability on their part.

We hear all the time of cyclists' battles with motorists for road space, and I have every sympathy with victims of all road traffic accidents (being a victim myself of a serious RTA involving a drunken driver many years ago), but little is made of the way that many cyclists disregard the rights of other road users in exactly the same way they complain about motorists. It would seem the law of the road is: motorists; cyclists; pedestrians, with pedestrians being at the bottom of the food chain.

If the aim is to increase the numbers of cyclists on London roads then my feelings are that there needs to be accountability though a registration and licence scheme. This would allow pedestrians to identify and report irresponsible cyclists, and those cyclists without a registration plate on display would be breaking the law as is the case with motorists.

I hope my thoughts can still be included for future discussions.

Alistair Price

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In response to the call for evidence on barriers to cycling in London, I refer to the main report of a study we conducted on behalf of Transport for London's Smarter Travel Unit and Camden PCT. It relates particularly to the uptake of cycling for women and for minority ethnic people.

Although 'road danger' was often given as a reason for not cycling (and indeed making roads safer for cycling was a key issue identified in our report), one important implication of our findings (see published paper also attached, Steinbach et al ) is that one issue for many women is not danger per se, but rather the ways in which risks have to be managed (in London): ie by being 'assertive', which is a risk in itself (to social identity) for some women.

We would be pleased to discuss the implications of our study findings in more detail if useful for the consultation on the Mayor's plans.

Many thanks

Judith Green, on behalf of the Transport and Health Group, LSHTM

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During the early '80s I used to cycle frequently in London and found the experience to be quite a hair-raising event even then. However, I would not cycle in London now because of extremely heavy traffic, poor driving standards and lack of effective cycle lanes.

Cycling is great exercise, stress-relieving and, of course, reduces both traffic jams and pollution. However, it can only be a viable means of transport if safety for cyclists is greatly improved. Therefore:

- (1) Raised cycle lanes throughout inner and outer London should be established for the sole use of cyclists. Current cycle lanes, where they are in existence, are on the same level as motorised vehicle road users and are therefore commandeered by drivers. Consequently, the needs of cyclists are totally ignored. This is vital in areas of very heavy traffic when taking right turns is really quite dangerous.
- (2) When learning to drive, greater emphasis should be placed on the safety of other forms of road user, including cyclists. This should be reflected in the training and form part of the driving test. Drivers should have to re-take the test on a periodic basis.
- (3) For some drivers, scaring cyclists is viewed as a form of sport and thus the safety of cyclists is at great risk. This kind of behaviour should not be tolerated and should incur the most severe penalties.
- (4) Finally, of course, cycling would appeal to a larger number of people if there were fewer cars on the road!!!! Thus, there is a 'chicken and egg' situation.

I hope this is of some use.

Ann Walklet

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My contribution about barriers to cycling include:

- Lack of cycle lanes for the entire route for planned journeys (to work or otherwise)
- Inability to use of pavements as an alternative and having to move along with general traffic
- Assertive/ aggressive driving by many London motorists (esp taxis and buses in particular areas)
- Fear about severity of injuries that may occur whilst cycling in London (despite safety equipment)
- Availability of hire bikes for the entirety of my planned journey in many cases
- Lack of ability to take children with me (5 and 2 year old) or bulky bags/paperwork
- Cost of bicycle hire and upkeep
- Personal safety

I hope this helps

Best wishes

D Dougall

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I would love to travel to work by bike, but i must admit the thought terrifies me! The roads are too narrow and congested and there are alot of dangerous unisured drivers out there, that are also banned from driving but continue to do so anyway. Then you have the cyclists out there, who go through red lights at their own peril. I've also had first hand experiences of cyclists who don't have lights on at night or luminous clothing and you only see them at the last minute. There needs to be a law that all cyclists should wear a helmet and be insured. Also that drivers should do what other European countries have, their tax, insurance and M.O.T displayed on their windscreens.

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Ref: your letter in the Mercury, and as a very experienced cyclist of yesteryear (member of CTC) and in later years a very experienced driver including HGV 1, some views follow.

1. It needs to be thoroughly understood by ALL concerned, that no matter how many or what adjustments are made to road layouts etc, that cycling in a mixed motorised environment will always be a potentially dangerous activity. This may be hard to accept by some, but it is an unfortunate truth.
  2. In earlier days, practically all driving licence holders will have been acomplished cyclists and therefore fully aware of the dangers and pitfalls that are likely to beset cyclists, and as cyclists will have very quickly learnt NOT to ride close to the nearside kerb and risk being hemmed in by heavy vehicles; a practise which seems to be encouraged nowadays -- with disastrous results.
  3. How many current cyclists and those taking advantage of the Mayors' scheme have had any formal training and/or read and understand the Highway Code ?
- Cyclists should be strongly advised to avoid 'Dropped Handlebars', and to always be aware of other road users and to ride at a speed commensurate, with the ability to brake safely if the need arises; instead of riding furiously as so many do.
- In motoring, the safest method to adopt is that of 'Defensive Driving' and this should be encouraged for cycling.
4. As in all things in life, it should be accepted that some people will never be proficient cyclists.

L. Edwards

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I understand from Val Shawcross that you are looking into cycle safety. Can I suggest that you also look at pedestrian safety, especially in respect of enforcing laws on stopping at red lights, and ensuring cyclists do not cycle on pevements or pedestrian areas? I walk to and from work along the South bank between Vauxhall and Waterloo and it is deadly. Twice this year so far, and three occasions last year, I have been hit by bikes zooming along. A year or so ago cycling was briefly banned - and this was enforced - along the southbank. Within a matter of days, the ban was cravenly overturned and new signs went up saying "considerate cycling welcomed" which of course was an invitation to return to the bad old Ways. At the 4-way crossing at Holborn cyclists will regularly weave through the crossing pedestrians when the traffic is held. Police seem to think it is a minor offence not worth the trouble. Cyclists are a very vocal and militant group in London but you just have to stand up to them. They have a fair point about bad junctions (Bow, Vauxhall Cross, the bridges) but that does not make it OK for them to put pedestrians at risk.

And yes, I do sometimes cycle to work myself. But I obey the laws of the road.

Many thanks

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I love cycling. As I get older I should be cycling because it is good exercise, environmentally friendly and takes pressure off our congested roads. London is a failure regarding good walking and safe cycling for all. Instead we have poor air quality and tragic policies driving older cyclists like me off the roads. Other



countries have has our problems but taken bold, creative steps to change. We could do likewise if the will was there.

Your sincerely  
Chris Clifford

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I have two sons and two grandsons who regularly cycle and I fear for them on London's roads. At 71 I would also like to cycle myself but wouldn't dare.

So I fully support increasing any funds devoted to making the roads safer for cyclists. I would also like cyclists to make cycling safer for themselves and pedestrians.

I used to be able to cross traffic lights or crossings in almost complete certainty that traffic would stop for me and I could cross safely. No more - with a small minority of Kamikazi cyclists thinking that the only thing that matters is that they get to their destination two seconds quicker than they did the day before and everyone - including children and older people- must get out of their way. This is compounded by ignorant cyclists who have never had any training in traffic laws, or who go around without a helmet, and possibly listening to music so they are completely unaware of what is around them.

I believe that anyone cycling on public roads should be registered with a number that can be produced if required which shows they have undertaken some form of training in traffic laws and safe cycling. Or that the cycle they are riding on should be registered.

Equally motorists should not be allowed to park on cycle lanes, and lorries should be fitted with appropriate mirrors to eliminate their blind spots.

I really sympathise with those who have lost their life on London's busy roads. However placing your cycle on the inside lane when common sense might suggest that a lorry could possible turn left seems to me to make the case for all cyclists to have some kind of training so that they are fully aware of hazards.

Please let me know when the two public meetings will be held. Thank you for giving me the opportunity to air my views on cycling.

Belinda Price.

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I heard on Twitter that you were canvassing opinion on Cycling Safety in London. I just wanted to say how far I think London has to go in terms of cycling safety in comparison to many other major world cities.

I cycle to work every day from Streatham to Shoreditch, and at the weekends, I cycle around with my son on a child seat on the bicycle.

However, in Streatham, we are right by a massive arterial road that is pretty hellish to cycle on. There's no way I'd let my son (when he gets old enough) cycle on his own along that road. Therefore, even though I want to reduce traffic and to cycle, unless things change, I'm going to end up worsening the traffic by driving. I appreciate that cycling isn't particularly dangerous (according to the figures), but there's no way I'm going to experiment to see how safe it is for children with my own son, when I see buses, 4x4s and lorries charging up Streatham High Road, honking their horns at anyone who gets in their way.

The only thing that's going to get London out of this vicious spiral of worsening traffic leading to more traffic is through better planning of cycling infrastructure, and brave, sensible decisions being taken in City Hall, in councils and at TFL that may inconvenience some travellers in the short term, but will make London cleaner, more sustainable and more efficient.

Things definitely have improved over the last 12 years or so (when I moved to London), but there are just too many cases of missed opportunities, and cowardly design decisions that leave all transport users unhappy. In particular, I don't think the blue paint on the roads has helped vulnerable cyclists (children and the elderly). But I accept that conditions for fit, aggressive commuters are acceptable.

So, my plea is for London transport design to focus on the needs of people who DON'T currently cycle (but who want to).

Thanks

Charlie Ullman

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I commute to my job in Hendon at Middlesex University each day from Oakleigh Park station, a ride of 4.5 miles in each direction. Cycling infrastructure in Barnet is, to put it politely, minimalist. In total on my route there are approximately 30 metres of cycle path in total alongside or connecting roads. There is of course a nice cycle path by the Dollis Brook, but I can only use this in daylight so for half the year it's unusable. (And of course there's lots of places for lurking, so not a route popular with anyone except at busier times of the day.)

On my ride I see children crossing the A1 on their way to Hasmore School. These few brave cycling children have to compete for road space with articulated lorries, buses and cars as they cross 8 lanes of traffic or use the pavement dodging pedestrians (It is of course illegal for anyone over 10 to ride on the pavement, so next time your ride a cycling super highway, ask yourself if an 11 year old would be safe on the route, as the law says they should be). The school has cycle parking but the council provides nothing to get them there. There is no cycle land at all. There are of course plenty of cars delivering children with chaos as the cars conflict with traffic on the main roads. How many of the car driven kids are the future obese burden of the NHS? How many of them, through lack of exercise, arrive at school fizzing with unused energy, which then becomes a problem for teachers in class? When I was a child I walked and cycled to school. If O levels are back in fashion, why not 1950s standards of walking and cycling?

Contrast this then with my daughter's school in Welwyn Garden City. On a spur cycle path, with 20 mph limit and speed bumps on the road past the school, the 150 cycle places are full every day. Hertfordshire is no perfect role model. My daughter's is one of only 2 secondary schools in Welwyn Hatfield with such provision. But it proves it can be done and it works.

Why is Barnet so keen to see children in cars? Is it keen on obesity? Is it keen on encouraging traffic congestion? I find it incomprehensible that this nightmare of risk to children is possible in C21st London. Perhaps interesting then that the chief anti cycling cheerleader Brian Coleman is no longer with you.

Let's be positive.

We desperately need to reduce congestion. We need to tackle obesity. So we need to eliminate as many as possible of those car journeys, the majority, which are 2 miles or less. So we have to build cycle lanes by taking road space away from cars. We have to insist that supermarkets and shops provide cycle parking. We have to insist the railway companies fund cycle parking (1000 spaces in St Albans now. Better than many London terminals.)

When money is being spent on new road junctions, get it right not wrong for all road users and where cyclists are the majority, given them the most space. It won't cost any more than you were planning to spend anyway.

Above all else we need to look at the national level and ask why as a country we seem to value tax breaks for mega rich pop stars, comedians and failed bankers (Barclays are in the news today for all the wrong reasons) more than safe healthy exercise for our children. It's a strange perversion of family values to me.

You have a chance to be different and Go Dutch. Do you want to be seen as yet another generation of unmemorable forgettable politicians or people who made a difference and changed London for the better?

Adam Edwards

Secretary  
Cycle Herts

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The biggest barrier is fear of traffic. Not traffic danger, which is much less than people perceive.

Most campaigns to make cycling safer start by making people think it's really dangerous. The Times campaign is a good example of this. This approach is counter-productive unless real and visible improvements to safety result. This rarely happens.

Most people who cycle in London today cycle despite thinking it's hazardous. This is easy to see from the demographic (young men heavily over-represented) and the rather pathetic use of helmets and hi-vis in the hope of making it safer.

What needs to be done?

1. Fear of cycling needs to be directly challenged. People need to be made aware, for example, that per mile it's about as safe as walking, that experienced / trained cyclists are much safer than the rest, that delaying a driver is not the same as endangering yourself, and that if you exclude HGVs fatalities are extremely rare.
2. There are also things that need not to be done, in order to reduce fear of cycling. Helmets and hi-vis should not be promoted. Off-road cycle routes alongside roads should only be created if there are 2 or more lanes each way and/or the speed limit is above 30 - and then only if there are few enough junctions to make them safe and practical to use.
3. The danger comes from motor vehicle drivers. Not from busy roads, not from vehicles, but from what drivers do. So work on driver attitudes, by enforcement and education. Get drivers to comply with speed limits properly - it's far less scary being overtaken by a car doing 30 than 40. Convict drivers who overtake cyclists too close, or open doors as cyclists are passing, of careless driving. Convict drivers who force cyclists to stop or get out of their way of dangerous driving. Take away licenses from drivers who cause collisions. Change civil liability rules so that the driver of the heavier vehicle in a collision is liable for damage/injury unless the other party can be proved to have been negligent.
4. Engineer roads to make it easy for drivers to make the right decisions. On main roads, remove pinch-points so that drivers can pass cyclists easily, with plenty of clearance. On quieter roads, make it obvious that overtaking is not possible, and keep speeds down. At junctions, ensure that drivers can't turn left without slowing right down. If cyclists need to turn right on faster roads, cut motor vehicle speeds. Reduce the speed limit on trunk roads that have too many driveways and/or junctions for off-carriageway cycling to be safe.

It's unlikely that I'll be able to come to your meeting, but I would be very happy to give more detail on any of the above.

Colin McKenzie

## Any other issues raised by the public

### Tweets:

- Should we make cycling more appealing? Unwise from a safety perspective. License for proficient city cycling?
  - Enforce penalties on the criminal cyclists and make London streets safer
- 

I'm currently studying in Imperial College London and will be investing in a bike soon for use of commuting.

One thing I don't understand is why a tax break on bikes is available to employers, however not to students.

As a demographic students are more likely to cycle given the financial chance. Living in London is not cheap in any aspect, but a lot of money can be saved by cycling, however the initial 'start up' cost puts a lot of us off. I'd love to see a cheaper way into cycling, not only would it ease public transport strain but it'd make a lot more money enter the cycling industry.

Thanks for your time,

Benjamin Lester

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I have a Brompton folding bike and would like to take it on the tube [and on buses] whenever I can. folded of course. But though it is light I am not strong enough to carry it up and down stairs [I am well over 80].

So all tube and rail stations need a lift, and until they do we need a good map showing all stations that have one!

We also need roofed places to park and lock bikes safely near the station entrance. At my nearest station, Finchley Central, the space is small and neglected, without cover

TfL should do a survey of the present poor and patchy facilities to plan the necessary improvements. Cyclists would surely be willing to help with this in their locality. We need to be able measure improvements

Andrew Herxheimer

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I was just reading an article in my local Mercury newspaper about the London mayor getting more Londoners to cycle, whilst this is a good idea maybe the mayor should take into consideration some form insurance cyclist should take out. Cyclist are not always the most considerate road users. My husband was travelling to work a month ago on his motorbike when a cyclist jumped the lights as witnessed by many people and caused my husband to swerve and come off his bike causing £800 worth of damage, whilst this could have been worse maybe causing my husband to be killed he still had to front the cost to repair his bike. He contacted the police who attended the scene of the accident for the cyclist details which he was given. He then wrote to him explaining the damage etc and never heard a word. If all road vehicles have to be insured then so should cyclist's, most of whom think there invisible

Thank you

Kirstie

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As a cyclist who uses his bike to visit clients in cities, London is, as compared to the rest of the UK, probably the least difficult place to cycle around. That's not to say it's good, or that it doesn't have nightmare locations as bad as the end of the A38(M) in Brum - which takes 1st place in the UK anti-cycling campaign - by a whisker, but the reported 'bad spots' in London, such as the heffalump of Castile, are not really bad at all - you have to know what you want to do, and how you are going to do it, then get on with it despite the road layout, other users and the occasional would-be murderer. So long as you obey the basic rules of survival - staying alive is what counts, nothing else comes near - London is as easy to cycle round as Paris, just not as friendly, even though the hills are smaller. The real plus side of London is that there are always alternatives - you don't have to follow the one-way systems as a slave to the motor road engineers, and if the police don't like you shortening the one-way horror that is Paria-lament Square (not a typo), then it's time they got themselves sorted. It is time they got themselves sorted.

Now I am an experienced cyclist - fifty years in the saddle and nobby a scratch (and that was Network Retail's fault, in part) - so I am not green in anything other than carbon emissions, and I do know the pitfalls of cycling in UK cities, and Brum and Bristol and Cardiff and Leeds and..... you get the picture - are all far worse, not least because there are a lot more cars per inch of highway, and generally they are faster than in London. Edinburgh, nicely strangled with its £1bn non-working tramway, is currently pretty good and tops my league of cities to cycle in UK-wise. If that tram ever runs - I think it's only one they can afford at those prices - this may change.

If you want to know how to get trams on the streets for £1m/mile - you only have to ask. And bring the underground into profit.....

Oh, and why do I bike round London? Because it's cheaper and quicker than owl else, and healthy? Just give me a lungful of that good old London air, and I will die happy. Well die anyway.

Yours Sincerely,

Owen Jordan.  
Jordans Construction Consultancy

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I have been cycling in London, mainly SW for nearly a year now for commuting and leisure purposes, having lived on my bike whilst an undergraduate in Oxford. I'm also a driver but do not keep a car in London. I am an environmentalist and also take care over my fitness though these are by no means the sole reasons I cycle.

I thoroughly enjoy travelling the capital by bike for many reasons;

- The exercise. In an otherwise sedentary lifestyle, the travel home is a welcome and convenient workout, particularly in cold weather.
- Seeing and understanding London's layout and landmarks. It is far better than any other mode of transport for getting one's bearings in a new city.
- The speed. Often I will reach destinations well before others using public transit.
- The convenience. I can cycle door to door, (which can be a huge benefit when wearing uncomfortable high heels) and whenever I want, no waiting or changes. I also have a large basket that can take books, laptops, shopping and all manner of paraphernalia.
- The cost efficiency. I bought my Giant hybrid commuter bike 5 years ago, for £400 all inclusive. Aside

from the odd lock, wheel or tyre replacement it still works a dream and has saved me many many tube fares.

I even enjoy sharing the road with cars, vans, buses and lorries. Sadly I not all of my fellow cyclists share the view, but I'd offer this advice to those scared on the roads.

- Be assertive. If in doubt pretend you are a car and indicate confidently. Cars will try to pass if you do not make clear your direction.
- Know the highway code. Little things like mini and multi-lane roundabout rules, how buses must always be let out if indicating, etc. I don't believe bikes should have right of way, to be treated as a car is privileged enough in a cramped city.
- Be very alert. Don't assume the directions of another vehicle.
- Make full use of the gears. Not only is it better for the chain and gear set, it allows you to accelerate faster and be more maneuverable.
- Dress well. Loose clothing or shoes and badly weighted baggage make you cold, distracted and unstable.

My sole complaint is the local air pollution I'm forced to inhale. I'd thus ask the Government to address emissions regulations (particularly on large lorries and buses) at the same time as reducing the number of cars overall (and replacing them with cyclists!).

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I grew up in London. I still remember that before I was 10 I could find my way all over the city if I was given pocket money for the tube. I couldn't get lost.

I'm 70 now and work in Birmingham and other parts of the world. 15 years ago took to cycling, getting rid of my car in 2007 for a mix of reasons...

<http://democracystreet.blogspot.co.uk/2007/10/dignified-divorce.html>

...but mostly to do with the sense of freedom - which includes the predictability of journey duration, a trade-off with pace. I discovered this in Birmingham, where a car journey to the city centre three miles from my university campus could take 10-15 minutes but with traffic congestion and parking scarcity could take far longer. On my bicycle I could always be sure that journey from door to door would be 20 minutes.

In London where I regularly travel either to a destination in the capital or between mainline stations this equation is even truer, indeed I've not been in London with a car for over thirty years, relying, until I took to urban cycling, on the tube and underground, walking and more rarely a bus or taxi.

Since I switched to cycling for urban mobility, with trains between cities (I use a folding bicycle for ease of switching as today's trains are not cycle-friendly - treating full sized bicycles as mainly recreational vehicles for off-peak travel) I enjoy cycling in London more than any other city.

Ironically this is helped by the slowness of other traffic and the increased availability of cycle lanes. The free cycling maps of London are helpful when planning journeys ahead of arrival, though once I'm in London I tend to feel my way to my destination with many choices of route giving me greater mobility than any alternative. Walking is the second best in this respect but London distances rule it out for convenience, whereas with a cycle I have found, especially when rendezvous-ing with non-cycling colleagues who use the tube or even taxis within 4-5 miles of Westminster I normally arrive first.

I get immense pleasure from threading the city in which I grew up. One of the most enjoyable experiences involves cycling along Oxford Street or through Knightsbridge during the Christmas shopping season, amid the lights and bustle. The absence of worry about parking, or with a folder, locking my bicycle near my

destination provides a further sense of unrestricted mobility, giving me a sense of freedom that reminds me of the London I enjoyed in childhood.

I do not consider myself morally superior to people in cars, especially as I fly to many other place in the world. What I also like about motorised transport in London is that by and large drivers in the capital are more skilled than those in other UK cities, especially chauffeur-driven cars and taxis. I try hard to be courteous, to share the road and accord priority to people on foot and as a result find my travel accompanied by general good will. I'm vexed by cyclists who worry other road users including walkers. This wasn't always the case but as my road skills have improved so has the 'attitude' I brought to cycling in the city.

These days cycling London - night or day - in any weather at any time of year is all pleasure.

Best wishes

Simon Baddeley

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Although a non-London resident(live in Edinburgh), I do cycle in London occasionally(2-3 times a year). I would do so more if it was easier.

I was born and brought up in London(1960-80), when I did not cycle, because of perceived danger. In recent years I have brought my 14 yr old( now 17) to London to cycle Charing cross to Kings Cross, KX to Folkestone and KX to Paddington. Also last month did Tower bridge at 16:30( not recommended) Also did CS3 Tower to Limehouse and canal path back to KX- for which well done to London assembly- just get Edinburgh Council and Scottish government to do same please- both of which seem luddite in comparison

Yann Maidment

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In reply to your letter in Southwark news as you say the Mayor wants more people to cycle well I hope he will bring in some laws to stop them running red lights cycling on the pavement I got knocked over sometime ago all I got was a sorry a smirk as he kept going I may have to use a stick for the rest of my life as a result also TfL has a stupid rule where cyclists can share pavement outside Brompton station even at busy times so you see why some type of law is needed to protect people who need to walk on the pavements without been knocked over or is TfL a law unto themselves

Kind Regards Seamus Farrell, Millpond Tra

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You asked for views about Cycling in London. A number of things need to be considered about cycling and cyclists:

- Honesty and common sense – no one ever reads or hears of the cyclist being in the wrong in any accident, yet only casual observation tells me that many a cyclist is a poor judge of safety, speed and colour (cycling too fast on the canal towpath, cycling the wrong way along one-way streets and cycling on footpaths, going through red lights and so on); it always seems to be the motor vehicle's fault when a cyclist is killed and this is likely a nonsense, of course.
- It is impossible to report or catch a cyclist doing wrong, as they generally just swear at one and cycle off, whereas a vehicle has a number plate and a pedestrian can be run after, as often as not, to try and catch them! So, why has not any lawmaker given thought to this? Of course, with the Boris Bikes one might have a chance of taking a number. All bicycles on London's streets should display a visible number plate.



- Far more fines must be issued to cyclists deter the cycling louts. I stand in the cyclist's way if they are on the pavement or towpath, as they are a dangerous menace and you are doing nought about this at all.

See my leading letter in the *Ham & High* on 24 May or 31 May (can't remember which ...).

City Hall should publish widely a Code of Conduct for cyclists.

I have a bicycle myself but now consider it too dangerous to cycle in London.

Yours sincerely,

Lester May

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I write in response to your invitation to comment on making cycling 'safer' for cyclists in London. How about making cycling safer for pedestrians instead by getting tough with cyclists who ride along the pavements putting us at risk? I loathe them. Please do not tell me about your education programme for them about this. They are not remotely interested in being 'educated' about anything. I will not be satisfied until the police start apprehending them. Further, I would like to see their bikes confiscated and destroyed when they are caught. That would concentrate the minds, not any namby-pamby 'education'. But of course you will do nothing and then politicians wonder why turnout is so low at elections. Or perhaps you are waiting for the first pedestrian to be killed by a cyclist riding along a footpath before you do anything?

Thank you,

Ernest Whittaker

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I am a regular cyclist between London Bridge and Canary Wharf.

On Friday I arrived at London Bridge to find that the cycle racks on Platform 8 were about to be removed. I have a number of issues with this. Firstly, to remove the cycle racks at a time when we are being encouraged to cycle during the Olympics is absurd. I am aware that attention was drawn to on street parking. This is not nearly as convenient or as secure as a platform on a staffed station, which is covered by camera and monitored by the transport police. The ease with which the staff cut through the locks left on station and removed them without the owners permission shows how easy it is for bikes left on the street to be stolen.

Secondly, this act was not well publicised. I saw one board halfway down the platform. As I generally left my bike towards the barrier I did not see it. On previous occasions, when stations staff have - rightly - removed bikes which were not being used, tags were left on each bike. Why was this not done on this occasion? Is there any compensation for removed bikes or locks?

Thirdly we are told a new facility will be available 'after the games'. The rest of my life is after the games! I am aware that major work is planned for after the games - can someone be more specific on when bike parking will be available on station again?

Catherine Beech

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I am very concerned to see that only cyclists are being consulted. You are missing a vast area of difficulty in that you are not considering the difficulties and dangers posed to pedestrians, particularly old and disabled, by the increasingly illegal behaviour of growing numbers of cyclists. A number of people have been killed or seriously injured by cyclists behaving illegally, for instance riding on the pavement. This is generally ignored as apparently the rights of cyclists are paramount. I do not believe that the matter will improve by the provision of better facilities for cyclists as the presence of cycle lanes appears to signal to them that the whole of the accompanying pavement is part of 'their' route. Pavement cycling is also increasingly used as part of mugging, eg theft of mobile phones.

Consequently, my question is:

What will be done to protect pedestrians from illegal behaviour by cyclists and what measures are being taken to increase the accountability of cyclists?

R.F. Dalton,

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I can't come to the meeting today but want to register my dismay at the closure of the Lea Towpath. Please pass my comments on to the meeting.

The closure was not properly planned or communicated. The alternative routes are not properly planned or viable. There should be no need to close it so far in advance of the games, or for so long afterwards. The same is true of the Green Way, which is going to close for even longer after the Games have ended.

These closures make a mockery of the claim that the London Olympics are cycle friendly. I see there has been coverage of the local protests on this in the Guardian and Hackney Gazette.

There needs to be an apology from the Mayor, TfL and LOCOG for the mess this has been, a reopening for at least till the Olympics start, and opening straight afterwards. The alternative routes need to be re-thought, and re-signed, within the next week, before there is another fatality on the Bow roundabout or elsewhere.

I am one of the many who have signed the open letter which has been sent to Boris Johnson about these closures.

I hope that you find time today to discuss this and agree some urgent action.

Thanks

Ceri Williams

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Hi,  
Perhaps you might like to look at what Hackney Council did for cyclists during their 'renovation' of Broadway Market (E8). As you probably are aware, Hackney has one of the greatest concentration of cyclists in London, so why then did they uproot all the bike stands on Broadway Market and create parking spaces for around 40 cars? They will cite bike stands down side streets, but they were there already. The local thieves who favour working from public view, will be delighted by the removal of prominent stands.

Brian Walker

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Brief and simple.

It is quite common for cyclists to jump red traffic lights, go the wrong way in a one-way street, cycle on pavements etc.

If a cyclist runs into a pedestrian on a pavement causes injury and then rides off, how can the incident be reported and the culprit be fined or pay damages.

How can any of the above offenses be monitored or tracked.

Are cyclist immune to any traffic violations.

The reason I am writing this, is because a colleague who has just taken up using a a motor scooter and has been fined using a bus lane, quite rightly so. And just witnessed through the window (Old Street Rounabout) a cyclist go through a red light, went along against the traffic a rode up a pavement.

Why can't we introduce ID plates and registration for cyclist, this would also create more jobs.

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I am unable to attend the meeting on 12th July, but I would like to offer these comments on arrangements for cycling during the Olympics.

I am a regular cyclist between London Bridge and Canary Wharf.

On Friday I arrived at London Bridge to find that the cycle racks on Platform 8 were about to be removed. I have a number of issues with this. Firstly, to remove the the cycle racks at a time when we are being encouraged to cycle during the Olympics is absurd. I am aware that attention was drawn to on street parking. This is not nearly as copvenient or as secure as a platform on a staffed station, which is covered by camera and monitored by the transport police. The ease with which the staff cut through the locks left on station and removed them without the owners permission shows how easy it is for bikes left on the street to be stolen.

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Catherine Beech

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Dear Boris and the transport committee,

I applaud your support of safe cycling strategies for London.

Please come to see what a mess LOCOG are making of safe-cycling around Greenwich/Blackheath now the area has been taken over by contractors.

I live near the top of Maze Hill, so I just got my bicycle serviced in anticipation of the Park (and my usual footpaths) being closed for the Olympics. Today, I would have liked to cycle from west to east along Charlton Way, but it has been closed for three months for the Olympics building works.

I was directed by the workmen to the ultra busy (and for me as an occasional cyclist, extremely dangerous) Shooter's Hill Road where the cycle lane was not only blocked by service vehicles but it abruptly stops

before the roundabout. There was no alternative but to walk with my bicycle in the traffic. This is not only an annoyance, it is a health and safety issue.

It shouldn't be too difficult for LOCOG to provide a temporary barrier to create a safe cycle route as thanks to local residents for allowing them to close Greenwich Park for three months.

Please reconsider cycle access around Greenwich/Blackheath as an urgent priority before the Games begin - especially as there are so few alternatives for local residents during this period.

I voted for you - so please demonstrate your commitment towards road and cycle safety.

Maria Blyzinsky

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Hi there,

I just saw your posting for comments about cycling in London. I'm thrilled to see it, because we at Beyond Retro (we are a UK based vintage clothing shop with 4 shops in London) decided recently that this is something we'd take a stab at responding to.

We just celebrated our 10th anniversary, and to mark the occasion, we had 160 bicycles custom made. These bikes (as soon as they arrive - sometime mid-July), are going to be distributed amongst the staff - any staff who wants or needs a bike can have one free-of-cost. We wanted to say thanks to them, because they are why we've been so successful. At the same time, we wanted to do something good for the city, its environment and culture. As a small business it's important that we do what we can to make our city amazing.

We also want to make a big deal out of this - we are looking to get as much press coverage as possible - we're hoping to inspire other businesses in London to follow suit - imagine if every business bought bikes for its staff members? It would be the start of a dramatic and positive change to the transportation situation in London!

So I'm wondering, do you think someone from your office might like to come to our launch party when we hand out the bikes and announce this to the public? It would be amazing if Isabel Dedring or even the mayor could come. Quite frankly, we'd be thrilled if anyone from your office could come and represent the city. And to be honest, I think it would be great press for both us AND you!

Please let me know if there is any interest in joining us for this event. The date isn't set yet - it will be sometime mid-July.

Thanks for your time,  
Katherine MacDonald

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