



The voice of transport users

# Cycling in London

*May 2009*



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## Foreword

**Cycling in London has undoubtedly seen a renaissance. From a low point in the early nineties the number of trips has steadily risen, increasing sharply after congestion charging was introduced in 2003. In some boroughs cycling is said to account for ten per cent of journeys to work. This is in stark contrast to much of the rest of the UK.**

There are many reasons suggested for this growth and it is difficult to identify what contribution each has made. Transport for London (TfL) has increased investment in cycling facilities from cycle parking on streets, at stations and in schools, to junction improvements and advanced stop lines. There has been cycle training for schools, promotion of cycling for health and as a valuable tool used by fire, ambulance and police services. The tragedy of the London bombings was also said to have led commuters to try out cycling and continue to cycle as their preferred transport mode. The availability of low cost, entry level, cycles may also have a part to play in explaining growth.

London TravelWatch supports the initiatives of TfL, the borough councils and the rail industry to promote cycling. We think TfL and the boroughs are getting much right in what they are doing to encourage cycling.

London TravelWatch is unique in representing all modes and users of London's transport systems. We know that the interaction of cycling with the other modes, particularly walking, is sometimes problematic and there are vulnerable people on the pavements. Considering all users has been an important part of this report.

In developing our ideas on cycling in London we have consulted widely with cycling groups, pedestrians, the disabled, engineers and planners.

We agree with TfL's analysis: *Transport 2025*, that cycling must continue to grow and want to see more cycling, as transport, in London. We hope the ideas and policies we have developed in this report will further that ambition.

We welcome the Mayor's commitment to cycling in London in his *Way to go!* document, the precursor to the Mayor's transport strategy.

## Executive summary

**Cycling in London, as transport, has substantially increased since 2003, albeit from a low base. London TravelWatch wants to see more cycling in London and is supportive of Mayoral targets to quadruple cycling in London.**

London TravelWatch represents all transport users in London and so we have sought to balance our support for cycling with all the other transport modes, particularly walking.

Our priority for cycling is that cyclists, along with other road users, obey the rules. We want to see high levels of training, awareness raising and enforcement of the rules.

The place for cyclists is on the carriageway and the conversion of pavements for cycling really should be the last resort. Where cyclists do share pavements, towpaths or parks with pedestrians, cyclists should always give way and show respect for pedestrians, some of whom will be elderly or disabled.

London TravelWatch supports the implementation of the London Cycle Network +. It provides investment in cycling which has been used to tackle poor cycling conditions. It is a great network to introduce novice cyclists and youngsters to cycling and for leisure cycling. However, we recognise that most cycling happens on non-*London Cycle Network+* roads. Development of the general road network in London should take into account the needs of cyclists.

Cycle parking must lead demand: at stations, on street, schools or workplaces. This parking should be planned wherever possible – ad hoc locking of cycles to street furniture looks unsightly, but more importantly may block pavements for other users.

## Introduction

**Cycling is an important and growing transport mode in London. It has transport benefits for both the individual and for London's transport system in general. It is both space and energy efficient. If London is to continue to grow and have a transport system with less overcrowding, congestion and unreliability then cycling should be promoted.**

This report presents London TravelWatch's policies on cycling in London. It describes our view on spending priorities, to improve the experience of existing cyclists in London, but also what needs to be done to promote more cycling.

In developing these policies we have recognised that there are many categories of cyclists; young children, adult novices, experienced adults, plodding and very fast commuter cyclists and the professional cycling courier etc.

Also cyclists encounter many road environments; very heavily trafficked dual carriageways with 40mph speed limits, residential back streets, borough primary roads and busy urban town centres. Cyclists use parks and canal tow paths (where allowed) and many other off-road routes.

We have considered the *London Cycle Network+*; cycling on the general road network; cycling off-road in London's parks and on its canal system; the conversion of pavements to cycle paths; investment and safety priorities; training, promotion and enforcement; and cycle parking.

We have consulted and taken on board the views of many stakeholders in London. These stakeholders fall broadly into the following categories: cycling groups; walking groups; representatives of those with disabilities; motorcycling groups; traffic engineers; and transport planners.

We have considered the statistics of cycling, public policy and TfL's policies and priorities.

Members and officers have made site visits and officers taken part in a TfL's 'CRISP' study that considers all aspects of planning cycle route provision.

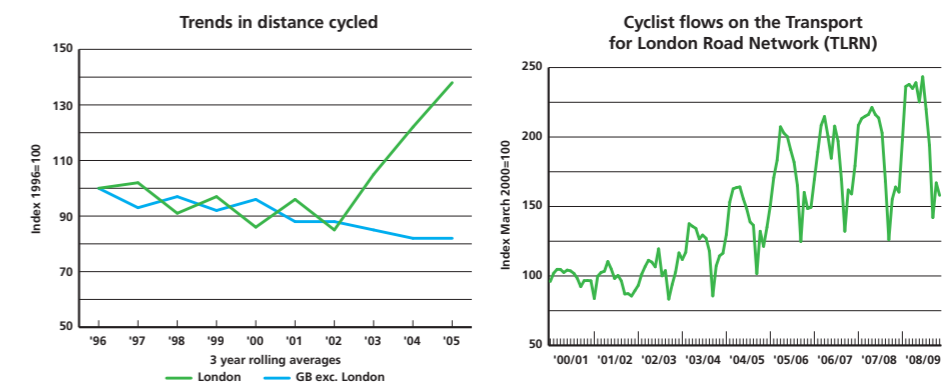
## Public policy support for cycling and the statistics of cycling in London

**Cycling is almost universally seen as a good thing and supported by public policy and the Mayor's Transport Strategy. The Mayor has committed himself to dramatically increasing cycling in London in *Way to go!* - the precursor document to his new transport strategy. Cycling clearly has environmental, health and transport benefits for both the cyclists themselves and Londoners generally.**

Cycling statistics are reported by the Department for Transport (DfT) which conducts the National Travel Survey (a questionnaire based survey of a large national sample of the population) and the National Road Traffic Survey of London's main roads. TfL maintains a number of cycle counters that it inherited from the Red Route Director on its road network and conducts counts of cyclists crossing the Thames. These are all reported in TfL's *London Travel Report 2007*.

All show stable levels of cycling in London in the years preceding 2003. Following that all four report a rise in cycling.

Below are graphs of the two most significant statistics. On the left taken from the DfT's National Travel Survey, on the right TfL's automatic counters.



However, it must be emphasised this rise is from a very small base, less than 2% of all trips. There is also significant variation across London.

There are gaps in the statistics available. TfL's counters are located only on their own road network, though we know there are now a set of automatic counters on borough

primary roads. It is unclear whether the increase in cycling is simply more trips being made or longer journey lengths.

TfL has conducted some market research looking at the potential for increasing cycling: *The near market for cycling in London, January 2004* which demonstrates that there is potential for more cycling in London.

A significant gap in the understanding of cycling in London is any knowledge of where the new cyclists have come from or what mode they used prior to cycling.

In 2004, in his *Cycling Action Plan* the then Mayor set a short term target to increase cycling 80% by 2010, and a longer term target to increase cycling 200% by 2020 based on cycling levels in 2000. TfL claim the first target has already been achieved and surpassed.

More recently TfL has analysed transport capacity generally across London based on the London Plan growth predictions up to 2025. TfL's long term view, contained in *Transport 2025*, is that levels of cycling has to be a much larger proportion of the transport mix if London is to have more sustainable travel patterns and crowding of the roads and public transport is to be addressed.

*Transport 2025* proposed a further target of increasing trips more than 400%, increasing the mode share from 1% presently to 5%.

Cycling initiatives in London have built on historic programmes and have been developed following work to produce the London Cycling Action Plan. These initiatives are:

- i. Completing the *London Cycle Network+*, the network of 900kms of signed routes;
- ii. Marketing and promotion of cycling;
- iii. Training for youngsters and adult novices;
- iv. Cycle parking provision, particularly at schools, stations, new development and in town centres;

- v. Integration with other programmes and schemes.

Further initiatives were announced by TfL prior to the May 2008 mayoral elections:

- vi. Central London cycle hire scheme;
- vii. Streets of Gold – improved access to town centres;
- viii. High cycle priority, radial cycling corridors.

The Mayor of London is committed to surpassing the targets set for cycling by the previous administration. Two early significant initiatives he has proposed is a central London cycle hire scheme and a series of safe cycle routes - cycle highways.

Cycling safety is an important aspect of public policy: cyclists are vulnerable road users. The casualty statistics are well reported by the London Road Safety Unit in its annual reports. These statistics are balanced by others demonstrating the benefits generally to society, and to the individual cyclist.

## Our support for cycling in London

**London TravelWatch is supportive of promoting cycling in London and cycling becoming a greater proportion of trips than presently. We are generally supportive of TfL's approach to promoting cycling as described in the Cycling Action Plan. We welcome the targets set by TfL in *Transport 2025* and the Mayor's commitment to cycling.**

However, this target is hugely ambitious and may well require substantive change in perceptions of road safety, training, infrastructure, awareness raising etc in order to reduce the real and perceived barriers to cycling in London.

We believe there is much potential for increasing cycling levels in London. The proposed bike hire scheme will increase levels of cycling in Central London which we welcome. We would welcome further investigation of the potential for more cycling and are particularly keen to understand which mode the new cyclists have switched from. We also think there is potential to learn from other cities which have higher cycling levels than London.

We look forward to the development of a central London cycle hire scheme and the Mayor's proposed series of safe cycle routes.

## Cycle training, education and enforcement

### Discussion

**TfL has a large cycle training budget funding, mostly school-based, but some adult novice training. Both are delivered through the London boroughs. Some London boroughs and schools may also contribute some of their own resources to cycle training.**

On-road cycle training is seen by the London Cycling Campaign as one of the most important aspects of cycling promotion. The stakeholders we consulted generally agreed with this, overall rating cycle training as an important investment priority and an important element contributing to cycling safety.

It is reassuring to note the study undertaken for Ealing council and TfL into the *"impact of children's cycle training, January 2007"*, indicated there were sustained increases of cycling amongst those undergoing training courses.

There have been various general education and awareness campaigns run by TfL to promote cycling safety. The most noteworthy has been the road safety campaign to raise mutual awareness amongst both cyclists and heavy goods vehicles drivers about collisions between cyclists and heavy goods vehicles turning left – a high proportion of cyclist casualties result from this manoeuvre. More recently a 'share the road' campaign has sought to raise the awareness of all users that they have to be aware of each other on the streets.

London TravelWatch's Board has discussed with the City of London Police the response to a higher than average casualty level amongst cyclists in their area with a pro-active education and enforcement campaign (operation *Atrium*). This seeks to raise the compliance of cyclists with automatic traffic signals and reduce those who ignore red lights. We have subsequently learned that this has developed into a pro-active campaign to talk to large City of London business' cycling staff and target more cycling and motor vehicle offences on the City's streets.

The Metropolitan Police do not have any similar initiative, but we know some of their safer neighbourhoods policing is targeted at cyclists disobeying the rules. This priority, given to policing

cyclists, by local communities, reflects the views of attendees of a users' conference London TravelWatch has held.

Following the presentation on operation *Atrium* from the City Police, London TravelWatch officers surveyed a series of busy junctions between Old Street Roundabout and Clerkenwell on the A5201 (all in the Metropolitan policing area) and at the junction of Aldersgate on the A1 and Long Acre (in the City of London policing area). It is clear from our observations that a large number (up to 47%) of cyclists do not obey automatic traffic lights and that where the police are active compliance levels are better.

The rise in the number of cyclists on London's streets, their skills and behaviour and a lack of enforcement of the rules of the road generally is of concern to many, both non-cyclists and cyclists.

## Policy

**London TravelWatch believes training, education, and enforcement are the most important area of activity to promote cycling, enhance cyclist safety and improve the respect of cyclists towards other road users, particularly pedestrians.**

London TravelWatch wants to see cycle training become the norm in all of London's schools and promoted to novice adults so that cycling skills are improved.

We want to see continued 'respect' and 'share the road' campaigns along with greater traffic police enforcement so that all modes and users obey the rules. We want to see the Metropolitan Police (possibly using their safer neighbourhood policing teams) follow the lead of the City of London in policing cycling on London's streets to improve general behaviour and compliance with the rules.

We believe this is consistent with our positive support for cycling. Sharing the road and respect for other users applies to all modes and users; for example drivers must respect cycling facilities by not parking in them and giving cyclists space when passing them, motor cyclists should not encroach over advanced cyclists stop lines.

## The interaction of cyclists with pedestrians

### Discussion

**Policies to create safer cycling routes and the increase in funding available for cycling has meant a blurring of the use of pavements with both segregated cycle paths and shared cycle paths being implemented on them. Thinking about these issues has been the most challenging aspect of considering London TravelWatch's views of cycling in London.**

There are four key issues we have considered.

Firstly, we have tried to think of cycling and walking as separate modes that interact with each other. Too often cycling and walking are treated as similar modes with similar requirements. There are walking and cycling conferences, walking and cycling routes, walking and cycling policies for example. Although cycling and walking are similar in some aspects, in many ways cycling is more closely aligned with private motoring than walking. In law, the cyclist has to obey many of the rules of the roads that motor vehicles do.



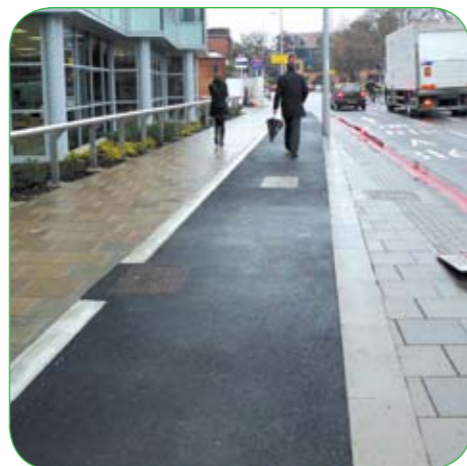
Secondly there are many categories of cyclists; the young, adult novices, experienced adults, plodding and very fast commuter cyclists and the professional cycling courier etc.

Thirdly, cyclists want to feel safe when they are cycling, but mixing them with pedestrians on the pavement to achieve this is more easily said than done. The result is often disappointing for both cyclists and pedestrians. The cycling route proposals we have particularly examined (Richmond Road and the A406, North Circular) will not result in exemplary cycling and will be problematic for pedestrians. They will clumsily cross side roads, sometimes sending the cyclist off-route to a designated crossing place or via a circuitous route shared with pedestrians. Both schemes propose a two-way cycle path on one side of the road which further reduces its usefulness.

Introducing cycling onto pavements raises as many questions as it answers in terms of quality and safe cycling provision and the interaction with pedestrians.

TfL does not promote cycling, as part of the *London Cycle Network+* on the carriageway of roads with speed limits over 30mph.

Finally we know pedestrians, particularly elderly pedestrians, have real concerns about sharing the pavements with cyclists whether formalised or not. The blurring of the use of the pavement makes enforcement more difficult. There is no longer a simple rule that cyclists should not ride on the pavement.



The stakeholders we consulted generally agreed with us that the conversion of pavements to cycle tracks really should be the last resort and where this does happen designers should also consider the needs of cyclists that remain on the carriageway.

## Policy

**London TravelWatch believes that the place for cyclists is on the carriageway and that the conversion of pavements for cycling should be the last resort.**

However, pedestrians and cyclists will inevitably mix. Where they do we support shared, not segregated, cycle only space. Allowing cyclists to use these shared spaces should be a privilege, not a right and their behaviour modified out of respect for other users of that shared space. It must be clear, both through training and education, reinforced through signage and enforcement, that pedestrians have priority. In parks where cycling is allowed, on converted pavements and on the carriageway (at formal or other pedestrian crossing points, or where there are none), cyclists should always give way to pedestrians.

## The *London Cycle Network+*

### Discussion

**The *London Cycle Network* was originally conceived as a network of safer cycling routes designed to a standard that all cyclists could use. Much of the capital investment in cycling over many years has been focussed on completing the Network.**

In the early years of TfL, this network was re-branded as the *London Cycle Network+*. Essentially, this continued the same philosophy of London government's investment in cycling infrastructure, i.e. investing in routes that are safe for all cyclists. However, more funding is available for investment in the Network.

This approach has its supporters and critics. It has certainly led to benefits for cycling. It has raised the profile of cycling and led to investment to tackle some problematic junctions, provide safer road crossing points and improve the permeability of streets for cyclists, for example by enabling cyclists to travel through road closure points. The *London Cycle Network+* provides a great training ground for novice cyclists, leisure cyclists and youngsters.

However, the routes are often not direct, nor necessarily those used by many cyclists. Some signing directs cyclists into quiet back streets that can feel unsafe, particularly at night, due to the lack of passive policing by other street users. There is criticism that investment in the *London Cycle Network+* has meant designing for safer cycling on the routes most cyclists use is not being addressed.

The design standards that accompany the *London Cycle Network+* are aspirational, and may not be practicable in the built design on the street. These standards will inevitably mean that pavement is converted to cycle paths.

The *London Cycle Network+* is incomplete. There are still numerous problematic links and junctions to tackle. A report, recently commissioned by London Councils, identified 140 infrastructure barriers ranging from complex and busy junctions and gyratory systems to narrow road widths and bridges and one-way streets. All of these have to be tackled to complete the network. Addressing these barriers would be of benefit to cyclists.



The Network relies on a high level of signing which is supplemented by comprehensive, free cycle maps. It is clearly important that these signs are well-maintained for the cyclists to use the Network with confidence. It is apparent that some sections of the non-carriageway Network are not well swept and as such there are accumulations of glass on the off-carriageway paths.

The stakeholders we consulted generally felt investment in the *London Cycle Network+* and its contribution to safer cycling was less important than other aspects of cycling in London.

## Policy

**Taken as a whole, the *London Cycle Network+* has been a good thing for cycling in London insofar as it has led to many infrastructure improvements, provided a managed cycling environment and raised the profile of cycling. But there are dis-benefits as discussed above and the Network is not yet complete.**

London TravelWatch supports the implementation of the *London Cycle Network+*. It provides investment in cycling which has been used to tackle poor cycling conditions. It is a great network to introduce novice cyclists and youngsters to cycling and for leisure cycling.

However, we recognise that only a small proportion of cyclists are routinely using the *London Cycle Network+* as it is often not the most direct route for them.

The conversion of pavements to cycle tracks often results in poor cycling facilities as discussed above and is problematical for pedestrians, particularly at junction crossings. We believe cyclists should be on the carriageway. The use of bus lanes, wide inside lanes, or maybe semi-segregated section of the carriageway, in conjunction with slower speeds where necessary, is preferable to the conversion of pavements to cycle tracks as part of the *London Cycle Network+*.

Tackling the identified barriers on the *London Cycle Network+* would be of great benefit to cyclists.

To be credible the *London Cycle Network+* needs to be maintained to normal highway standards. A high standard of maintenance of the Network's directional signs is essential.

## Cycling on the general road network

### Discussion

#### The majority of cyclists in London choose to use the roads that they know and are most direct for their journey.

The stakeholders we consulted generally rated investment in tackling cycling safety issues on the main routes cyclists use as the highest investment priority. They also rated improving the design of junctions on the main routes as their top priority for improving cycle safety.

Most stakeholders we consulted agreed with us that permeability for cyclists is important by either allowing cyclists privileged access through road closures and/or the removal of one-way roads and systems.

There has been recent publicity of a Kensington and Chelsea council initiative to allow cyclists to use one-way streets in both directions.

Cyclists cite problems at junctions, particularly where the junction has been designed for high levels of motor vehicle capacity, for example with fast off-slip roads.

Cyclists need lane widths to be wide enough so that motor traffic can safely pass them. At approaches to junctions a wide lane is needed in order that cyclists can pass through slow moving traffic to access the advanced cycling stop line where they can position themselves to be seen by others.

London TravelWatch's Board has discussed the development of the junction of Blackfriars Bridge with Victoria Embankment which is an exemplar scheme tackling a problematic junction for cyclists. Members supported the final design proposal that was implemented.

Where cycle paths are implemented on pavements some cyclists will nevertheless choose to cycle on the carriageway.



Stakeholders generally agreed with us that where this occurs designers should still take account of those on the carriageway and address any safety issues there. Bus lanes have been promoted by, in part, for their benefits for cyclists, i.e. they protect cyclists from general traffic. There is concern in the cycling community that these benefits will be undermined if motorcycles use bus lanes.

London TravelWatch was instrumental in persuading TfL to implement advanced cycle stop lines as a standard in London. These give cyclists a real advantage by allowing them to get into a position where they can be clearly seen and get ahead of motor traffic at the junction when the signals allow.

In our questionnaire we promoted the idea of a pre-emptive green light for cyclists to allow them to start cycling before general traffic. This proposal was supported by some stakeholders, who suggested that this happened in other countries and indeed that there was a trial site in London.

### Policy

**Development of the general road network in London should take into account the needs of cyclists. TfL and the boroughs' network management planning processes should ensure this happens. In particular, junctions should be designed for all users. Junction designs based solely on the need for high motor vehicle capacity are not acceptable.**

The implementation of an off-carriageway cycling scheme or a nearby *London Cycle Network+* scheme should not lead to the neglect of the needs of cyclists who choose to continue to use the main road network.

Lane widths should be such that vehicles can safely pass cyclists and cyclists can safely pass queuing vehicles.

Permeability is important to cyclists. TfL should undertake, and encourage the boroughs to undertake, permeability surveys to tackle issues such as one-way streets and systems and road closures that are not permeable to cycles.

The initiative of Kensington and Chelsea council to allow cyclists to use one-way streets in both directions is noted. However, London TravelWatch would not support such schemes unless there is a clear indication to pedestrians and other street users that cyclists are likely to be using the street in this manner.

Advanced stop lines should be included as standard at all signalised junctions in London. We would like to see some investigation into the possibility of pre-emptive green traffic lights for cyclists in some locations, for example at large signalised roundabouts.



## Cycling in London's parks and along its waterways

### Discussion

**There are some well established cycling routes in London's parks and green spaces. The canal system's tow paths are often well used. Some of these routes are formalised and cycling is actively encouraged, but in others there are by-laws, bans and barriers that ensure cycling remains prohibited.**

London TravelWatch members have visited a variety of locations to judge what criteria should be applied.

We have visited London Fields in Hackney where cycling on all the paths is permitted, but particularly along a north east to south west (a section of the *London Cycle Network+*) route where there is a long straight and wide cycle path alongside a footpath. The segregation is by means of a heavy white line. There is a single warning sign to cyclists stating that pedestrians have priority at a crossing location. This path is very well used and clearly allows cyclists quite an advantage in journey time savings.

We have visited Queen's Wood in Haringey which is clearly a tranquil leisure park where cyclists are banned.

We have visited Parkland Walk in Haringey which is being sympathetically improved to allow cyclists, but to prioritise the pedestrian. We particularly noted the use of crushed chalk as a surfacing which effectively restrains cyclists' speed.

## Policy

**London TravelWatch expects cyclists to be predominantly using the road network, but there will be occasional use of off-road facilities.**

This off-road cycling should be regarded akin to leisure riding and pedestrians, park users etc should always have priority and respect from cyclists. These areas are primarily areas for relaxation and leisure. Access for cycling should be regarded as a privilege, not a right. Cyclists should keep their speed down and always give way to pedestrians.

Priority for pedestrians and other users should be reinforced by appropriate signing.

Where an off-road section is proposed as more than leisure cycling, i.e. as part of the **London Cycle Network+** then this may be supported if there is a genuine journey time saving.



## Cycle parking and storage at home

### Discussion

**Cycle parking and storage facilities at home is clearly a key requirement of the cyclist. Without both they will either not cycle or end up attaching their cycle to pedestrian guard railing, street furniture, trees or private railings.**

The stakeholders we consulted generally put cycle parking low down on their list of priorities for investment in cycling in London. This may reflect, in part, the recent investment in cycle parking by the London boroughs, TfL and the railway industry, but also the willingness to use unplanned cycle parking, railings and so on.

Often cycle stands are located opportunistically where there is an underused piece of land away from public surveillance or as numerous individual stands stretching along sections of pavement.

A significant development in central London will be the proposed cycle hire scheme. This will create a greater demand for land for cycle parking.

Station cycle parking, particularly at London's terminal stations, is in very high demand.

Given all of this and the planned quadrupling of cycling indicated by TfL's analysis in *Transport 2025* there will be a much greater demand for space to park cycles.

The needs of others, particularly pedestrians and people with disabilities must be taken into account. It may appear an easy solution to locate cycle parking on the pavement. This may be appropriate, but sometimes narrows further already narrow pavements. In other European cities there are examples of cycle parking implemented on the carriageway.



There are numerous one-off events happening all over London. Sustainable transport is promoted, but often cyclists arrive at an event and will have difficulty parking their cycle. The London Cycling Campaign told us they would like to see the routine provision of temporary cycle parking when events are planned.



Cycle storage at home is a significant issue for those living in flats in London. Climbing stairwells with a cycle and finding room in a small flat is problematical. TfL has recognised this and fund cycle storage on social housing estates, though this will clearly be quite limited given the scale of the probable demand. It is to be hoped that this initiative would encourage other agencies to consider this issue at the design and planning stage of new homes, but also to retrofit residential cycle storage.

## Policy

**London TravelWatch believes that cycle parking should lead demand whether it be at stations, on streets, schools or workplaces. This is particularly important given public policy to dramatically increase the number of cycle trips being made.**

Cycle parking should be planned wherever possible: ad-hoc locking of cycles to street furniture looks unsightly, but more importantly may block pavements etc.

Cycle parking should be located where it is under public surveillance.

London TravelWatch supports travel planning for schools, workplaces and has promoted them as best practice at stations. These concepts need to be extended to town centres and all generators of travel to determine the levels of cycling parking that is appropriate and its best location.

Town centres, stations and other major attractors of cyclists need cycle parking located in groups that are near by. This may mean allocating land or even carriageway as simply stringing out parking along long stretches of pavement is a poor solution for cyclists.

Proposals for a central London cycle hire scheme are welcomed, but this will mean significant additional cycle parking space is needed. This too needs to be planned in such a manner that pedestrians and others are not obstructed.

Major events in London can attract many cyclists, but require only temporary cycle parking. To facilitate this we want TfL and the London boroughs to plan for cycling routinely when they plan for major events in the same way in which bus service diversions are planned around major events.

Cycle storage at home will be a problem for many Londoners, particularly those living in flats. Cycle storage should be an integral part of new developments and retrofitted into existing housing.

## Priorities for investment in cycling in London

### Discussion

**Comparing the effectiveness and value for money of a programme of cycle training, requiring continuous revenue to that of the funding of one off capital expenditure on infrastructure, say, is very difficult – we would be comparing apples with oranges.**

However, overall, the stakeholders we consulted prioritised our suggested areas of expenditures as:

- i. Tackling cycling safety issues on the main routes cyclists use;
- ii. Training for young people and those new to cycling;
- iii. Permeability for cyclists (reverting one-way systems and roads, allowing cyclists through road closures);
- iv. Completing the *London Cycle Network+*;
- v. Cycle parking.

### London TravelWatch priorities

**Clearly all of these programmes are generally beneficial to promoting cycling in London.**

With the caveat that it is very difficult to compare programmes, London TravelWatch is supportive of the above prioritisation and will take account of this in its work.

## Priorities to improve cycling safety and promote cycling

### Discussion

**Again comparing the effectiveness of different programmes to improve cycling safety and promote cycling is difficult.**

However, overall, the stakeholders we consulted prioritised our suggested areas to improve cycling safety and promote cycling in the following order:

- i. Improve the design of junctions on the main cycling routes;
- ii. Slower speeds;
- iii. Improve cycle training for all cyclists;
- iv. Raise awareness of cycling amongst motor vehicle drivers;
- v. Create a network of 'safe' cycle routes, some on quiet roads and some on converted pavements or verges.

### London TravelWatch priorities

**Clearly all of these programmes are generally beneficial to improve cycling safety and promote cycling in London**

With the caveat that it is very difficult to compare programmes, London TravelWatch is supportive of the above prioritisation and will take account of this in its work.



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