



Friday 3rd October 2014

By email to consultations@tfl.gov.uk

Re: Proposals for the new North-South and East-West Cycle Superhighways

Dear Transport for London

I am writing in support of the above proposals. As a provincial cycling campaign, we see that policies implemented successfully in London are likely to spread to the rest of the UK. The proposals for Cycle Superhighways present a vital opportunity for London to demonstrate the benefits of high quality cycle routes.

We desperately need our local decision makers to see that high quality cycling infrastructure can be built in a busy UK city, and it is therefore crucial that the proposed Superhighways are built to a high standard, creating a welcoming environment where people of all ages and abilities can choose to cycle for everyday journeys. It is clear from surveys of public opinion that the key barrier to cycling is fear of traffic and that significantly increasing the number of people cycling will require big changes to the physical environment.

While important design issues need to be addressed, and I urge you to take on board the detailed feedback from London Cycling Campaign and other cycling groups, we are in full support of:

- wide, segregated cycle tracks on roads with high volume or speeds of motor traffic, and the reallocation of road space to enable this;
- junctions that design out the possibility of cyclists being hit by turning motor traffic;
- routes that are direct and convenient, so that they are attractive to the huge number of people who want to cycle.

I am aware that TfL has modelled the impact of the proposals on motor traffic, and understand that there will be traffic delays to some in the short term. However, it is important for policymakers to see that in order to create a safe, welcoming environment for cycling, it is necessary to redress the balance and reallocate road space to the transport modes we know have the biggest benefits to individuals, the environment, society and the economy.

A transport system in which driving is a preferred mode for short journeys lacks robustness and capacity for growth. Cost-benefit analysis from Denmark shows that when a person chooses to cycle there is a clear gain to society of about 1.2 Danish Kroner per kilometer cycled while society suffers a net loss of 0.7 Danish Kroner per km driven by carⁱⁱ. The OECD's international transport forum cites research from MIT/Boston showing that a shift of just 1% of all journeys to cycling, led to an improvement of up to 18% in journey times for everyone.

www.leedscyclingcampaign.co.uk
contact@leedscyclingcampaign.co.uk

 www.facebook.com/LeedsCyclingCampaign

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Please make sure these plans are delivered, without delay or compromise, and make London more liveable for everyone by transforming our streets into spaces that are safe and inviting for cycling.

Best wishes

Lizzie Reather

On behalf of Leeds Cycling Campaign

ⁱ "Understanding Walking and Cycling" Summary of key findings and recommendations, Lancaster University, 2011

ⁱⁱ Value for Money: an economic assessment of investment in walking and cycling. Adrian Davis for Government Office for the South West and the Department of Health. 2010.