

London Cycling Campaign response to the TSRGD changes consultation

12th June 2014

The London Cycling Campaign represents the interest of cycle users in the capital. We have 40,000 supporters and more than 12,000 paid up members. We welcome the opportunity to comment on the proposed changes to the TSRGD. We note and commend consideration of the contributions from the national bodies CTC, CPRE and Sustrans. Our response focuses on the proposed changes relating to cycle users.

TSRGD 5.6 Incorporation in TSRGD of measures that are currently authorised

We welcome the, long overdue, adoption by DfT of a range of measures that are already in common use on the continent. The provisionally approved use of signs such as *No entry except cyclists*, for example, has facilitated numerous cycle routes in residential streets across the capital and eliminated the need for unnecessary construction measures. We suggest that a bicycle logo instead of the word “cycles” would be far more likely to be understood by all road users and would be consistent with the use of this logo on cycle and bus lane signage.

TSRGD 5.7 Authorisation of new measures

We note and welcome the authorisation of new measures that have not been in use before but would like to see refinement and additions as follows:

Zig zags should be placed on both sides of a cycle lane to deter illegal parking in the cycle lane

TSRGD 5.8 Removal of requirement for TROs for some cycle facilities

We welcome the removal of the need for traffic orders (TROs) for various cycle facilities – this restriction has previously caused unnecessary, and costly, delay to traffic schemes that benefit cycle users.

We would like to see the measure extended to permit mandatory cycle lanes to be installed without a TRO. The requirement for TRO's on mandatory lanes encourages highway authorities to install advisory lanes where they can, and wish to for safety reasons, install mandatory lanes.

We would also like the permission for installing sign 'No entry except cyclists' without a TRO extended to accompanying signs such as 'contraflow cycling without segregation' (960.2) and guidance on use of such signs provided

TSRGD 5.9 Pedestrian and cycle crossings

While we welcome the introduction of a pedestrian and cycle crossing, a much needed crossing type that is common in the Netherlands and elsewhere, we would like to see a similar design trialled for a cycle only priority crossing. Such crossings are needed where cycle paths cross roads but where pedestrian desire lines are different to those of cyclists.

We trust that the measure will be accompanied by legislation to give cyclist the same level of priority as pedestrians stepping out onto a zebra crossing and the same restrictions on parking. It will be

important for the newly proposed layouts' to be communicated to road users and the give way measures enforced.

TSRGD 5.13 Cycle Streets

We welcome the proposal to trial 'Cycle Streets,' another design that is common in the Netherlands, and note that there are suitable streets for such trials, where cycling volumes are very high and motor vehicle volumes relatively low, in London. A ban on overtaking (of cyclists as well as motor vehicles) and low speeds are, as the proposal suggests, a necessary part of such schemes. We note that such schemes have in fact operated in London at temporary roadworks, such as the scheme in Tooley St SE1 where prominent signage stating 'Narrow lanes, do not overtake cyclists' were installed and were generally observed – motorists did not overtake and most cyclists took a more central position in the lane.

Such trials need to be accompanied by suitable signage – we note the Dutch use of a bicycle in front of a car sign and we enclose a suggested sign drafted by an LCC member: text *Bike Priority* accompanied by the conventional bicycle diagram. Existing UK *No overtaking* signs refer visually only to motor vehicles and are poorly understood.

Additional signage and other measures

Narrow lanes. Do not overtake cyclists – temporary sign

We note that this temporary sign has been used with significant success in both London and Cambridge. It prevents hazardous passing by motorist and encourages cyclists to take a position that discourages unsafe passing. It should be approved for use by all highway authorities.

Traffic light countdowns

We note the ever more widespread use of pedestrian countdown timers at traffic lights in London. The UK use of this device, which informs pedestrians of how little time they have left to cross safely, is the opposite of that adopted in the Netherlands where pedestrians and cyclists are informed of how little time there is to wait before they can walk or cycle – this naturally encourages orderly waiting and less frantic crossing. We are not aware of any research indicating a safety benefit from the countdown to red as used in London. On the contrary research in the USA found an opportunity to reduce inter-green time from a countdown to red and insufficient evidence to judge the effect on safety. In the UK context where a pedestrian has the legal right of way to complete a crossing begun on green, however slowly they may have to walk, the countdown to red encourages drivers to ignore that right and pull away while pedestrians are still crossing.

All UK bus stop countdowns work in the manner of countdown to go, ie. to bus arrival. This is proven to give reassurance and reduce travel stress. We suggest the Netherlands usage of countdowns on street crossings is more sensible and should be adopted in the UK.

Sign 956 Pedestrians and cyclists permitted

This sign should exist in both the cyclists on top and pedestrian on top versions reflecting current informal usage.

Cyclists scramble phase

The pedestrian scramble phase is being used successfully at Oxford St and at Balham High Road in London. We would like to see a cyclists scramble phase trialled in London with DfT approval.

Loading only sign

The loading only area sign needs to permit cycle access by default.

If you have questions regarding any of the above comments and suggestions please contact LCC – we will be please to assist.

contact:

Tom Bogdanowicz

London Cycling Campaign

2 Newhams Row

London SE1 3UZ

tom@lcc.org.uk

020 7234 9310