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Dear Robert,

Delivering Safer Cycling

Further to our meeting in October, as we agreed TfL has been working with your officials to identify where progress could be made quickly to deliver regulatory change benefiting road safety and cycling in London.

A productive meeting was held just before Christmas to discuss the short list of regulatory changes that we would like to see advanced in cooperation with your department. One of the proposed changes is an amendment to part 6 of the Traffic Management Act to enable effective enforcement of mandatory cycle lanes. We believe this represents a real opportunity to make early progress.

As you will know as a London cyclist, dedicated spaces that cannot be entered by other vehicles are the safest, most comfortable places to cycle. We should be able to create these conditions in a simple and inexpensive way on the carriageway with lane markings that are backed up with legal protection, as is the case with cycle lanes in many other countries. As with bus lanes, motorists should know that they should not cross these solid lane markings.

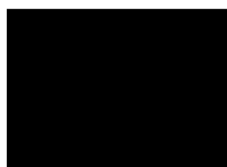
Too often, however, other road users parking or carrying out loading in mandatory cycle lanes undermine their benefits. We believe it is essential that cyclists should have confidence in these lanes, or they will remain a compromised facility.

Understandably, in view of current pressures on police priorities, effective enforcement of these lanes is not a priority for the Metropolitan and other police forces. In line with aspirations to promote cycling and improve road safety, highway authorities are willing to play a more prominent role in enforcing infrastructure such as this, and could do so in conjunction with their current activities on parking enforcement and, potentially, through use of cameras. However, this will only be possible if enforcement is decriminalised.

Your Department's swift implementation of part 6 of the Traffic Management Act 2004 prior to the general election would send a strong message of support for urban highway authorities and underline your commitment to increasing cycling across the UK. Following the publication of the Government's Cycling Delivery Plan, this would be a tangible example of action from the DfT to improve conditions for cyclists on the UK's city streets'. By making mandatory cycle lanes fit-for-purpose, funding to cycle-proof infrastructure would go further by giving authorities a credible alternative to physical segregation for cyclists.

I hope you agree that this would be a very positive example of our collaborative approach to improving road safety and cycling, as the current parliamentary term draws to a close. TfL is on hand to offer its help and support, and is able to provide technical input where your officials require. I look forward to hearing from you on this matter.

Yours sincerely,



Sir Peter Hendy CBE