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Dear 

Making London's Roads Safer for Cyclists

Congratulations on your reappointment as Parliamentary Under Secretary of State for Transport. I look forward to continuing to work with you over the coming Parliamentary term on issues relating to walking and cycling. Now that responsibility for road safety has been transferred to Andrew Jones MP, I will be in contact with him to discuss our broader aspirations in this area. Given the significance of safety concerns as a barrier to increased cycling, however, a number of the cycling-related topics set out below relate to improving cyclist safety.

Over the course of the last Parliament TfL were in regular correspondence regarding initiatives to improve road safety in London. As a result, TfL and the DfT collaborated successfully to deliver a variety of innovative measures to improve the safety of London's roads, particularly for cyclists. Examples of these measures include high-level signals, part-width and deep advanced stop lines, as well as the invaluable support lent by the DfT to advance the Safer Lorry Scheme, with the required approval of signage.

TfL are keen that we continue this productive relationship and progress further policy and regulatory change to make London's road safer for cyclists. Set out below are a number of issues that remain priorities for TfL, and I hope they can form the basis of our discussions moving forward.

In summary, there are three areas where TfL would like to make progress, and seeks your support in;

- Creating legislation and revising key documents to make London's roads safer for cyclists
- Creating the ability to issue fixed penalty notices (FPN) for careless cycling
- Facilitating TfL's ambition to develop a Cycle Parking Superhub

Creating legislation and revising key documents to make London's roads safer for cyclists

TfL believes that many positive changes can be unlocked by the Department now publishing its Traffic Signs, Regulations and General Directions (TSRGD) document. In doing so, TfL urges you to consider opportunities to introduce further flexibility and devolution of power to local authorities, including TfL, in the delivery of infrastructure measures. For example, amending the draft document to relax prescriptive requirements to illuminate traffic signs. TfL officials would welcome the opportunity to discuss the detail of the draft document further with your officials, with a view to publishing a fit-for-purpose document as soon as possible.

On the subject of DfT publications, reviewing the Highway Code is another key opportunity for the DfT to demonstrate its enthusiasm for improving pedestrian and cycle road user safety, as well as highlighting the importance of active travel. TfL has a clear view, developed in parallel with its key road safety stakeholders, on the improvements that could be made to both the TSRGD and the Highway Code and TfL would be delighted to share these with the DfT.

To make London's road safer for cyclists, and to ensure existing infrastructure measures achieve their purpose, TfL urges you to pass legislation around mandatory cycle lanes and Advanced Stop Lines (ASLs). Implementing Part 6 of the Traffic Management Act 2004 would give local authorities the ability to widely enforce mandatory cycle lanes, through the decriminalization of this offence. By enacting the cycle provisions in the act, authorities would be able to send a strong message to drivers that these areas are protected, and allow action to be taken against those who drive or park in mandatory cycle lanes.

Changes to legislation would also allow for decriminalization of ASLs, a move that would allow TfL to more proactively enforce these cycle infrastructure measures, preventing encroachment by vehicles which currently often undermines their value. TfL would also appreciate your consideration of an option for a revised ASL design involving low-level cycle signals at the first stop line, to discourage vehicle encroachment of the ASL.

Creating the ability to issue fixed penalty notices (FPN) for careless cycling

TfL also calls on the DfT to create the ability to issue fixed penalty notices (FPN) for careless cycling, with the power given to police and TfL authorised officers. Careless cycling would be the same standard of offence as careless driving which since 2013 has been dealt with by FPN (and 3 penalty points). For cyclists, TfL would welcome the same level of financial penalty to allow police and enforcement officers to have the powers to deal with this immediately through FPN rather than be tied up with lengthy court processes.

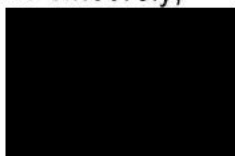
Facilitating TfL's ambition to develop a Cycle Parking Superhub

Lastly, TfL is keen to develop a Cycle Parking Superhub within the disused railway arches at Waterloo. However, there are challenges relating to the ownership of this space and a longstanding lease agreement between the DfT and Network Rail. TfL would welcome the DfT's assistance in identifying a cost effective way to use this vacant space.

I am sure that you will agree that the points raised above represent an exciting opportunity to improve cycle safety in London and across the UK. I remind you that my officers would be happy to work with you and your officials on all of the issues above and TfL will help in any way that it can. Not only to help develop these ground-breaking new initiatives, but also to share good practice of what has already been achieved in London, with transport colleagues from across the UK.

I look forward to working together in future on these important issues.

Yours sincerely,



Sir Peter Hendy, CBE