

## :: City Cyclist - Summer 2007 ::

...contents...

//CITY CYCLING SOARS IN LATE SUMMER

//CITY BUILDING BOOM

//GOT IT MAPPED

//CITY COLLISIONS SURGE

//RIDER SPOKE ART AROUND BARBICAN

//YET ANOTHER NEW CYCLING OFFICER

//LONDON CYCLE NETWORK (S)LOWDOWN

//CARTER LANE - THE CITY'S NEW CYCLING QUARTER?

//RED LIGHT FOR CITY CYCLE FORUM

//ON PAR WITH AL-QUAEDA & ENRON?

//MINICAB TAKE OVER

//NEXT MEETING

//CITY CYCLING SOARS IN LATE SUMMER

Like the summer, this newsletter is making a late appearance. In fact the combination of sunny skies and what was feared to be the worst tube strike in a decade has led to City cycling reaching levels unprecedented for over a generation. A traffic count is due for the whole City in October but according to the City initial figures over the summer show that during the morning peak cycles make up 40% (yes f-o-r-t-y!) of vehicular traffic on Poultry (leading to Bank), while cycling has increased from 10 to 22% of vehicles on Primrose Street over the last three years.

It wasn't just you that found it hard to lock you bike up somewhere - two weeks ago even the City Corporation's staff cycle parking filled completely, for the first time ever...

//CITY BUILDING BOOM

It's not just cycling that's booming but also the City of London, well at least before the financial slow down sets in. The scale of the building is absolutely phenomenal, unprecedented since immediate post-war period.

180,000 vehicles use the busiest section of M25 between M3 and M4 each day, compared to 200,000 passing through the City each day. 1/6 of City floorspace is currently being demolished or constructed, which will create

1.2 million sq metres of office space for 51,000 new workers, increasing the total workforce by about a sixth. The largest buildings will have a pedestrian entering every two seconds during peak hours.

With public transport and the streets so crowded the burning question is how will they get to work? Fortunately about about 5,000 cycle parking spaces are being included inside the new buildings for staff, though already there are fears that this may prove too few and certainly fail to provide for visitors, bike pools etc.

The transport teams' workload is intense at the moment, with 40 projects being managed by the Local Transport Team and 41 managed by the Street Scene Team.

#### //GOT IT MAPPED

The City is the first area in London to have all cycle routes, parking spaces, major street works, cycle shops etc on the Google map set up by Camden Cycling Campaign. Being the first London authority to have blanket

wifi coverage, the possibilities are endless. Please check it out via the link on the City Cyclists' webpage and make sure that it is accurate in the parts of London you are most familiar with. By comparison TfL's new London Cycle Guides are full of errors with 120 alone in the central map which covers the City: be warned!

The more people who add data, such as cycle shops, stands and routes around where they live the more useful this will become. Please consider becoming involved: more info on the map page.

#### //CITY COLLISIONS SURGE

Before you think about giving up cycling, the 2006 casualty rate figures actually show that it is pedestrians, many of whom were walking to/from public transport, who are the ones being hit and not usually by cyclists who tend to end up worse in such collisions.

While 2005 saw cyclist KSI ("Killed or Seriously Injured) rates increase from 11 to 14, in 2006 they reached 20. With cycling estimated to have doubled in the last three years this still means that risk per mile cycled has in fact stayed constant.

Overall KSI increased also by a third but the real surprise was pedestrian KSI more than doubling. Interestingly while the City has just removed 70% of Pedestrian Guard Railing on its streets, this took effect after the increase in collisions: it will be difficult to work out any effect on safety this has due to the other changes going on.

Average vehicle speeds have dropped to pre-congestion charge levels partly as a result of a 60% increase in street closures last year due to building works. Matters will become worse with engineering work, such as on the DLR, at Bank and the East London Line closing increasing walking from next year.

Last week City Cyclists called for a fresh look at a 20mph speed limit. However the City has refused saying it wants to do a study of the accidents, the same excuse it gave in 2005, since when it has failed to implement anything suggested in the study commissioned then.

## //RIDER SPOKE ART AROUND BARBICAN

Rider Spoke is a new work for cyclists on the streets around the Barbican in London. Combining theatre with game play and state of the art technology the project continues Blast Theory's enquiry into performance in the age of personal communication.

Blast Theory is renowned internationally as one of the most adventurous artists' groups using interactive media. The group's work explores interactivity and the relationship between real and virtual space with a particular focus on the social and political aspects of technology. It confronts a media saturated world in which popular culture rules, using video, computers, performance, installation, mobile and online technologies to ask questions about the ideologies present in the information that envelops us.

For more info though not necessarily understanding see:  
[www.blasttheory.co.uk/bt/work\\_rider\\_spoke.html](http://www.blasttheory.co.uk/bt/work_rider_spoke.html)

## //YET ANOTHER NEW CYCLING OFFICER

The City has now appointed its seventh cycling officer: having been City Cyclists co-ordinator for five years now I seem to have outlasted most. While Simon Philips is still the Cycling Policy Officer, which includes promotional work, Jereme McKaskill is in charge of physical measures such as cycle parking and routes.

"Since 2003, I worked in Western Australia in Cycling and TravelSmart (travel behaviour programmes) at the Department for Planning and Infrastructure. I have worked in the "transport" field for more than 7 years. Prior to then I worked at the Department for Transport (DfT) here in London in the Charging and Local Transport area. I have been a very regular cyclist since 2000 [on a mountain bike with slick tyres]. I ride mostly for commuting purposes now, but also for recreation and local trips (i.e. shopping, business).

Some of my most memorable cycling moments are: riding through Hyde Park while it was snowing and twice riding the 210km Around The Bay In A Day cycle ride in Melbourne, Australia. My experience in the sustainable transport field and my love of cycling are reasons why I chose to do this work."

I've met the guy just last week and could tell straight off that he's great news and will be as dedicated as Simon who put so much hard work into Bike Week and other cycle promotion this year. You can contact him at (but please cc: me in):

[Jereme.McKaskill@cityoflondon.gov.uk](mailto:Jereme.McKaskill@cityoflondon.gov.uk)

## //LONDON CYCLE NETWORK (S)LOWDOWN

The LCN+ is proceeding so slowly that despite the City's policy to complete it by 2008 not a single route will in fact be completed by then. The final cycle route study (CRISP) which is for Aldgate - Cannon Street is ongoing, while all other routes are seeing a variety of feasibility and implementation studies prolonging inaction while eating into the remaining cash.

The City has proposed a bizarre 2m long cycle lane on Ludgate Hill plus a contraflow on Crutched Friars that would at least create a useful bike bypass to Tower Hill. Some new cycle lanes are proposed on Moorgate but they are both advisory - so likely to be ignored - and just 1.5m wide as the designers have not caught up with the surge in cycling levels.

The removal of the gyratory between St Paul's and Cannon Street has slipped so much that it is now not likely to start until next financial year. Worse still the removal of the western half of the Aldgate gyratory, including a public square between the church and primary school (unfortunately cycle access across it seems not to have been considered) is now unlikely to go ahead.

The scheme was to be funded by developers of the 52 floor Minerva Tower which has now been downsized. LCC needs to call on TfL to step in and provide funding to link it up with the removal of the eastern half of the gyratory, which is supposed to start next financial year.

TfL is even more slow moving, indeed this financial year the only major scheme likely to be implemented is a cycle track on Goodman's Yard (leading from Cable Street) and surface level crossings to replace the subways, something that was supposed to be in place for the start of charging!

## //CARTER LANE - THE CITY'S NEW CYCLING QUARTER?

The City's Street Scene schemes have been patchy for cycling but all this may change with the newly branded "Carter Lane Quarter" between St.Paul's and Blackfriars, where we have been involved early on in the design process.

Many of the streets will become pedestrianised during the day with high quality paving and the removal of kerbs encouraging all vehicles not to speed. Discussions are ongoing to make all streets two-way for cyclists without the need for any contraflow lanes as a pilot for the rest of the City. Unfortunately this needs DfT approval, which has only just come for the middle bit of Liverpool Street, despite plans first being submitted to officials last October since when they've managed to lose copies twice.

There should be a big increase in cycle parking, both individual stands outside cafes and restaurants plus larger numbers where there is space. The City's futuristic new visitor centre, just south of St.Paul's, should be the first to benefit when it opens next month.

//RED LIGHT FOR CITY CYCLE FORUM

The first review of the targets in the City's Cycling Plan plus brief notes on the topics covered and issues raised at the last City Cycling Forum on 21 June are now available to download under the heading City Cycling Forum at:

[www.cityoflondon.gov.uk/Corporation/our\\_services/highways\\_transport/local\\_transport.htm](http://www.cityoflondon.gov.uk/Corporation/our_services/highways_transport/local_transport.htm)

One attendee commented on the minutes that:

"They didn't reflect the extent of disquiet in the q+a session about the emphasis on red light jumping and its relative low risk it is to anyone compared to driver infringements. There was expressed a concern over enforcement or a relative lack of it for such offences such as mobile use/speeding/ASL driver infringement etc. This rather dominated the q+a session."

The City wants the event to go from being held twice to just once a year, blaming a lower attendance last time (we said the middle of Bike Week wouldn't be good) and the need to devote officer time on implementing. This is very disappointing and misses the point that the Forum was supposed to bring the community together, for example developers planning new buildings and the cyclists who want visitor cycle parking there.

//ON PAR WITH AL-QUAEDA & ENRON?

Well certainly the City Police seem to think so as they have made dealing with cycling offences one of their three

priorities for the next year along with terrorism and financial fraud:

"Between the 4th and 8th June, the City of London Police Safer City Ward Cycle Unit and Roads Policing Unit ran an operation to target cycling offenders. This issue continues to be one of the main causes for concern to both our residential and business community.

During the operation we stopped over 600 cyclists, issued 364 tickets for cycling offences and arrested one person. Eight hotspot areas were targeted. In order to measure how effective the operation has been we monitored several junctions prior to the operation and recorded the number of offences.

Directly after the operation we again monitored the same junctions and recorded a general 60% decrease in traffic offences. We realise we can't afford to be complacent about this and know that this operation will probably only have a short-term impact. Therefore targeting cycling offenders will remain one of our priorities over the next year."

By comparison about 50,000 Penalty Charge Notices are issued each year to drivers for parking contraventions although the City estimates that at least 10 times as many are not detected.

Levels of (reported) cycle thefts in the City have stayed at

the same level. In August undercover police caught a group of young cycle thieves riding into the City on cycles they'd stolen in Islington, hoping to "upgrade" them for more expensive models. One woman who'd sensibly registered her bike on [www.immobilise.com](http://www.immobilise.com) was returned with it in under two hours of it being stolen.

#### //MINICAB TAKE OVER

Plans for minicabs (officially Private Hire Vehicles - PHVs) to gain taxis' rights to stop at any time on red routes and use bus lanes could hit the buffer following efforts by City Cyclists to publicise research by the Corporation released this summer. The research showed that PHVs make up 25% of vehicular traffic on corridors such as A201 Farringdon Street, though less than that of overall City vehicular traffic. However an average of 46% of PHVs are carrying no passenger, with the remaining 54% a mere 1.5 passengers making them easily the most inefficient user of the City's scarce street space.

Whether these vehicles are driving round without a

purpose or are simply drivers using a registered vehicle for a private journey - PHVs still don't pay the congestion charge - is unknown. Given that empty taxis make up 10%

of City vehicular traffic, this means that at least a fifth of the traffic consists of drivers looking to find a passenger. In the days of wifi, there must be a more efficient way to do things.

#### //NEXT MEETING

If you've read this far, maybe you'd be interested in getting involved and helping out. Particular help is need with a new version of our website, producing leaflets etc and organising meetings. The next City Cyclists meeting will be during the first week of October at the LCC offices, followed if there is interest by a social drinks or even dinner in late November. Please email me if interested saying which days of the week are best for you.

[www.citycyclists.org.uk](http://www.citycyclists.org.uk)