

**BLOOMSBURY RESIDENTS' ACTION GROUP  
PROOF OF EVIDENCE 5**

**Accident information and cycling safety**

**STATEMENT**

**by BOB McINTYRE - LOCAL CYCLIST**

1. I am a Bloomsbury resident of 12 years and I cycle most days from my home on Judd Street to a gym near Warren Street as well as frequently for work. Whenever I can, I cycle. I know that the encouragement of walking and cycling by those who can is the cornerstone of the future of transport in London. However, squandering money as council budgets for the most vulnerable are slashed is not helping.
2. When cycling to my usual destination at Warren Street, I cycle both ways on Euston Road without fail. I have tried cycling on the new cycle lanes but I find that:
  - a) I am unable to even enter the cycle lanes from Judd Street. It looks from the signage like you are not allowed to turn right on a bicycle from Judd Street to Tavistock Place, even for cyclists.
  - b) I find the segregated cycle lanes have a serious down-side which does not seem to be recognised. Given wide, segregated cycle lanes, many cyclists seem to forget the normal caution, which should be part of cycling.
  - c) The number of cyclists breaking red lights on the corridor is embarrassing and the lanes seem to have the effect of cyclists forgetting they are on the highway and if they disobey the law they can be injured or injure others.
  - d) Cyclists on these cycle lanes forget that they need to signal and pull particularly a left into Malet Street and Gordon Square without indication. On several occasions I have seen a cyclist's front wheel taken out by the rear wheel of the cyclist in front of them by this.
  - e) On Euston Road all road users have a much better idea of what other road users are doing.
  - f) Abrupt changes from cycle lanes/non-cycle lanes are not helpful to safety. At Byng Place the cycle lanes disappear altogether leaving the previously segregated cyclists, motorists and pedestrians adrift.
  - g) Physical barriers between cycle lanes and vehicles can be dangerous. On the open road, or where the barrier is only a white line, I know I need to be aware of traffic round me; and if a cyclists in front of me stops suddenly or swerves, I can easily ride round them; whereas with concrete or other barriers prevent me doing that and mean that I would have to stop suddenly too. Or hit the barrier. Similarly, the

shallow steps between pavements, cycle lanes and vehicle lanes, which I understand the Council is proposing for Tavistock Place, are lethal in wet weather, as tyres easily skid from one level to another.

- h) Much has been made recently of Motor Scooter Enabled Theft, and Cycle Theft; most of these seem to involve a motor scooter or cyclist mounting the pavement, requiring a dropped kerb or a low kerb height. The proposed design seems to have very shallow kerb heights, allowing them to mount the pavement at will.
3. These cycle lanes appear to be a white elephant, and I'll get to my destination quicker and safer on Euston Road. Although to get there, on congested days, I now have to pick my way through the stationary traffic northbound on Judd Street which has been squeezed off Tavistock and Torrington and try not to be hit by emergency service vehicles at speed forced onto the wrong side of the road.