

## A cycling experience



### **Works coordinator – TfL staff**

Thank you for your time and demonstrating the cycle route. I am very impressed after not cycling for over a decade (in India) and my first time on a cycle ride on London's roads. TfL are successfully delivering projects like the cycle superhighways (CSH) with benefits of health and safety for the general public and environmentally friendly environments, especially on London's busy road network.

### **Network Engineer – TfL staff**

To start with, I was bit sceptical having never been on bike in London! Being a less confident cyclist, I have always thought riding on CSH needs some sort of special skills and is designed only for confident cyclists who are used to cycling London roads. 'You need to start somewhere right!' Myself and Kiran have been on the Santander bikes with the motivation from Michael who made a brave decision to take us on CS6 & CS3.

What a brilliant ride I must admit, the views, the weather (this afternoon) and less busy cycle lanes etc. all helped us enjoy and add to the experience. It was wonderful, and I felt really

relaxed (for some strange reasons!!) after the ride and had the drive to do this more! I'm sure I would want to sign up to Santander cycle hire membership and have the flexibility of going for a quick ride along our scenic Thames during the lunch breaks.

Many thanks for organising this and taking the time to teach us the safety & basics of cycling and importantly giving me the motivation to get out and try it - it definitely worked for me.



### Southwark Cyclists

The Cycling Experience activities allow those within the construction and supporting industries to experience first hand what cycling can be like in London.

London has some segregated cycling that provide safe cycling within the capital and helps give the full feeling of what it is like cycling on London's roads.

The rides often mix experienced and inexperienced cyclists together. By mixing riders from different professional backgrounds, it also fosters greater understanding into what type of cycling infrastructure creates a safe environment





### General Manager

" Great cycling with the cycle patrol team" to note "My first bicycle ride in London a very enlightening one too. I will look at construction sites and people / plant interaction in a new light having witness a cyclist`s eye view. The work you do ensures that all road users are considered in our busy and constantly developing city."

On a personal note, thanks for looking after me  
- I'll be back on two wheels very soon.



### Cheshire cycling representative

The wintry sunshine sparkled off the high tide of the Thames onto an unremarkable line of cyclist, flowing obediently behind the Development Impact Assessment Lead for Transport for London, Michael Barratt.

Michael had invited senior management from the construction industry to experience the benefits of cycling and to discuss the impacts of how the vast works in central London has on pedestrians and cyclists. Here, every minute an HGV carries loads in and out of building sites, hoardings are erected and pavements, paths and roads are being adapted to cater for ever increasing traffic. The riders represented the widest range of people you will find on

London's roads today, but united in their wish to use their influence to ensure that even the most intrusive development work still enabled people to walk and cycle. Charles, from JCB in an immaculately tailored suit and silk tie, was riding for the first time ever in London; Alan from Ashted Plant Hire is a weekend mountain biker. Francis is a seasoned Southwark cycle campaigner.

As three fifty story blocks rise around Blackfriars Bridge, below them the massive Thames Tideway Work is almost invisible behind artistic hoardings that are placed so sensitively we were barely aware that an entire lane of the busy embankment has been temporarily taken over.



Once we realised that we were on entirely segregated safe cycle paths, we were able to relax and notice the subtle impacts of shared thinking; the smoothing out of hoarding corners to prevent criminals hiding, the flexible wands to segregate traffic, the eye level traffic signals, the raised crossings: all these things added to a sense of well-being, recognition and safety, without inconveniencing any other road user.

Perhaps the most insightful observations came from Charles, on his first ride. He had seen pictures of the cycle superhighway, and had mixed experiences of cyclists as a driver. 'No camera,' he asserted, 'can beat the Mark 'I' Eyeball. I shall be going out again this weekend'.

Back in the TfL conference room, we excitedly shared our experiences with traffic management consultants from Lux. After a very interactive presentation we discussed practical ideas, resources and contacts that, with the unique TFL expertise to hand, we can share with others to encourage and enable anyone to travel healthily, sustainably and affordably, anywhere in the country.

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Managing Director

Thank you Michael for this opportunity to join you and the cycling & walking commissioner on your established cycle highways CS3 & CS6. As a confident road cycle user, I found this experience relaxing and at no point did I feel unsafe on this well designed cycle highway, I would recommend this route to friends and family and work colleagues for both social and business use”



Directors and the Cycling and Walking Commissioner (Will Norman)

Ashtead Plant Hire co Ltd use the London road network across most transport categories delivering equipment and services to the construction, infrastructure and Event/retail markets.

These services are normally delivered and serviced via developed areas into transformation parts of the capital. It is important we work close with communities including school and business education to make the public aware of the risk/blind spots of our Heavy transport fleet. I appreciate in pockets there is some great industry engagement but I am sure we could all do more.

What came out from this experience loud a clear was that TfL are at the centre of an industry collaboration network on road safety solution via Michael and the team. This network of supportive business leaders and emergency services and suppliers/contractors are coming together with one theme – Safe Road, Safe Street, consideration for others under a London community umbrella.

### **UK Business Development Director**

I really enjoyed seeing the work you are carrying out to provide better and safer cycle routes through London. It was a great experience, I did feel very safe and for the first time ever I would consider cycling in central London with my family – especially with the solid and easy to use bikes and new broader cycle route development programme.

I also enjoyed hearing from Will Norman about the safe streets programme and Tom Isaac on the Oasis Charity work. It started me thinking about what more we can do as a business to help both – develop safer streets and help young people have a better life.

Then, a few days later I went to a meeting with Eurovia part of Vinci Group and they spoke about Social Value – and what they are doing as a business to provide more Social Value.



I've sent the A-Plant board an update on all these events and asked that our support for more social value/activity is put on the agenda for the next board meeting...so we can see what more we can do... So....once again thanks for the TfL cycle experience. Keep in touch – let's hope I can gather the board and get for more national social value support...

### **National Accounts Manager**

I found the cycle experience excellent! It really gave me an insight into the challenges faced by TfL in keeping essential construction traffic and deliveries into the city running, but at the same time keeping cycle / pedestrian routes open and safe. It also made me think about the challenges faced by disabled people when footpath or cycle path diversions force them into flowing traffic or if crossings etc. are diverted.

I felt completely safe on the ride, all be it we were in the designated cycle super highway. I feel I may have felt less safe had we been on the road with free flowing traffic (busses / HGV's etc.).

I think the healthy streets scheme is excellent and it certainly made me question whether I could cycle or walk more to my meetings / destinations around the capital.

### Major Project Manager

"Great cycling with Michael and the cycle patrol team from the Palestra building to Westminster Bridge yesterday. Although this stretch has numerous construction, Utility logistic crossover pinch points with bikes, pedestrian and highway traffic all delivery areas and signage are being managed safely and efficiency creating a very comfortable secure cycling experience in Southwark"

Great collaborative work from Michael and the TFL team including support from the TM's, Tideway Central and the Utility and Constructions teams along this very busy stretch. Thank you and look forward to getting back on a bike in this area again soon.



### Director

" We as SDS services attended a presentation and safety cycle ride organised by TfL, we had a very interesting and informative discussion about how developments and road users interact with a particular emphasis on cyclists , Michael brought to our attention both in the presentation and in the cycle ride the different requirements of different types of cyclists.

It really brought home the importance of the importance of collaboration between ourselves, our clients and TfL in order to ensure that well run safe sites help ensure the safety and wellbeing of the public"

### Senior Construction Manager

A great experience that further focused our efforts on improving our works/highway interface.



A good presentation, in particular the video from a cyclist perspective was a real eye opener. It is good to see that within our industry there are people working tirelessly to promote and demonstrate the importance of

corporate social responsibility.

Ensure that the information received is re-laid to 100% of our workforce, remain engaged with working groups.

### Utility Manager

The presentation by Michael highlighted the issues faced on a daily basis with those road and footway users who encounter site hoarding and traffic management. The talk highlighted areas which may make people vulnerable through lack of thought on behalf of the contractor and/ or the developer.

Areas such as blind corners, hoarding, poorly set out Chapter 8 and welfare areas all impact on people's ability negotiate footways and crossings. It also highlighted crime hotspots and ways to mitigate them.



Following this we took a ride along Blackfriars Road, over the Bridge and left down the embankment, stopping at various points to discuss and highlight issues for improvement.

This was a useful exercise as it offered a perspective not normally observed. Source Design Services, going forward, will adopt and adapt strategies to mitigate 'hotspots' which promote criminal activity and design out obstacles affecting those with different requirements.

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### Operations Director

As part of a recent trip to London for a meeting with TfL I was provided with the opportunity to try out cycling with one of the Santander Cycles.

Now I am not planning any entries into the Tour De France but consider myself to be a reasonably proficient cyclist.



However, as we went to pick up our cycles at Vauxhall station, I soon realised this was not the cycling environment I was used to and traffic movement in the capital would make this quite a daunting experience.

We set off and soon it became apparent that as we used the segregated cycle path (CS5) my fears of negotiating London traffic could be put to bed and I realised my journey would be in safe and non-congested conditions which made for a pleasurable ride. Its not every Monday I jump on a bike dressed in a suit and cycle past The Oval Cricket ground and MI6 building!!!

A very surreal but enjoyable experience made possible by the segregated cycle path and I will be recommending anyone visiting London to try it out.

### National Sales Manager



Morning Michael, thank you for giving me the chance to try out the TFL Cycles for the first time and for me to experience part of the Cycle Highway network in Vauxhall.

As a cyclist myself, given the choice I would not even consider riding around London, especially with the main road traffic.

Riding along the dedicated cycle highway in

Vauxhall was great as it kept me away from the main path of traffic, allowed me to have plenty of space without having to worry about passing or squeezing alongside other larger vehicles.

Having this free space allows you to travel at your own pace making your journey a lot more relaxed and I imagine overall a lot quicker by not having to negotiate other vehicles or even pedestrians that could walk out in front of you in a normal road situation.

Overall I felt safe, relaxed and to expand the cycle highway network around more parts of London would definitely make me consider bringing my bike to the capital and spend a day cycling around in comfort.



### Site Manager

"I found the cycling experience an extremely valuable way of experiencing the problems that cyclists come across every day while riding through London, which has given me a new appreciation of the difficulties faced, particularly on temporary routes and those using non standard bicycles.

Cyclists are one of the most venerable road users and their safety and convenience is not always considered in as much depth as it should be when looking at temporary measures. This was highlighted further by the visit to Wheels for Wellbeing who gave a great insight into the issues that less able cyclists face and how by carrying out some minor adjustments to proposed schemes would make the experience for cyclists of all abilities much more pleasant.

The scheme at One Blackfriars has given ourselves, TfL and FM Conway the opportunity to work in collaboration



to deliver a temporary scheme that has negligible impact to cyclists of all abilities and set the standards for future works. "

### Site Manager

"I imagine that most regular cyclists who use their bikes to get to and from work travel the same routes each day and are familiar with the junctions they have to cross and the places where they have to deal with congestion and the like. If a temporary diversion or a different layout is introduced into their journey it needs to be very carefully thought out and well signposted so as not to catch them by surprise or cause undue difficulties.

There is an increasing number of occasional cyclists (mainly tourists) riding around London as a result of the bicycle hire schemes and the introduction of more and more cycle only lanes across the capital - these road users can be particularly vulnerable and can be easily confused by poorly designed routes, particularly at junctions or near busy transport hubs.

We also need to be reminded of the Disabled Cyclists that are out on the roads, and to be mindful of their needs. As a cyclist myself , my brief cycling experience with you on that day certainly brought home to me the need to involve everyone, and to make sure we the contractors educate all our workforce, when considering temporary adjustments to the established routes"

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### Head of Business Development

"May I thank you for the recent ride in London to see the very important work that TfL are carrying out to manage the safety of members of the Public, Trade Contractors, Motorists,



Cyclists and Pedestrians - I certainly was pleasantly surprised how comfortable and safe the ride was via the cycle routes despite my early concern around traffic.

The challenges in our Industry are so very apparent and I was amazed how much detail needs to be thought out for the Traffic Management and Site Logistics in London which you may not find in other areas of the UK, following the presentation Michael clearly outlined with better thought out models we can provide traffic routing solutions that accommodate Industry and public without difficulties.



I particularly enjoyed meeting Ben Knowles to discuss his cargo bike delivery business and experience a different way of transporting equipment around the City which would reduce our carbon footprint, make for a speedier delivery service and ease congestion on the very busy roads of London - a very inspiring chap for a very inspiring service that has been proven to work in London, truly amazing. Our business predominantly moves Plant and Equipment around the square mile via Transit and HGV modes but given our experience on this day and our drive to support the Low Emission Zone we will certainly be considering alternative transport methods.

My role certainly depends on me understanding the ever changing landscape of the City and instead of doing this perhaps in a vehicle or on a tube I will do so instead on two wheels in future”.

### Managing Director

Thank you Michael for the opportunity to experience some of the real challenges cyclists & pedestrians face in our capital. On a sunny day in perfect conditions it was great to see how much work has been done by TFL to acknowledge the issues people face day-to-day in either getting to and from work or enjoying the city. I did feel very safe on our journey & would highly recommend anyone using the cycle paths.

After the presentation given by Michael it was enlightening to witness the collaborative approach with the construction industry. Some of the solutions offered by TFL on some of the city’s largest projects opened my eyes & make you realise by accepting small change it can create a big difference. Crucial work can continue, traffic can flow and cyclists & pedestrians can be safe in the knowledge their well-being is the utmost priority.

To meet Ben Knowles at Pedal Me was a pleasure & see how his entrepreneurship has created a business for 8 people offering support around the logistical challenges faced in London. Speedy Services use the road network to deliver equipment & services across all sectors so to understand other ways in which people are doing things and offering a solution was refreshing, as we are always looking at innovative ways to do things differently. A thoroughly enjoyable afternoon and learning experience.

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### Managing Director

Having not cycled in London for a few years, I was apprehensive about doing this, but in all honesty, within a few minutes of starting on the Cycle superhighway, it felt organised, and above all, safe (to the point where the cars did not feel like a threat to me at all).

I found the routes to be well maintained, clearly designated / segregated and a pleasure to use. Even when we passed construction sites, the routes were well thought out and accommodating for the cyclists. It was a pleasant surprise to say the least!

I thought the presentation was well delivered, correctly structured (in terms of format, content and time) and was completely relevant to us. It was noticed by all of my team that it was an informal approach to the presentation and that made it a whole more enjoyable - we

weren't subjected to slide after slide. The presentation was definitely thought provoking and gave us some talking points afterwards.



Having now completed the cycle experience, we will certainly place more focus on cyclist awareness and will integrate what we experienced into our planning works for construction sites, to assist and support TFL with their Cyclist Safety Strategy.

**Operations Director**

Thank you again for the morning out on the “Santander” bikes; it was a welcome change to the start of my normal working day. Firstly I never realised how many bikes there are on the London roads, we always hear about it but until you actually get out on a bike in London I don’t think you appreciate it. I also didn’t appreciate the importance of segregated cycle routes as I honestly thought it was just the “Cyclists” crying wolf but now that I have actually been on a bike in London I realised the importance to have segregated/dedicated routes for Cyclists.

While we were riding in the cycle lanes I really felt safe and even considered using my bicycle in London as it was a pleasant experience but that soon changed when we went over Westminster Bridge and the cycle lane was blocked off due to infrastructure works and we were diverted onto the bridge without the comfort of the cycle lane. I really felt exposed and quite vulnerable for that short section and whilst I appreciate that construction works will always happen in the city, I suddenly realised the importance of “planning” the Traffic and Cycle management properly before any works commence.

As mentioned above it was a really enjoyable and eye opening experience and I will definitely change my approach to “Cycle Management” when we do our pre-Construction Logistical Planning in the future.

**Snr Operations Director**

When I agreed to meet you along with Dave and Peter and I was subsequently informed that we would be required to partake in a short ride I must admit I was more than apprehensive. Nevertheless I can honestly confirm that the experience with the new and far improved provision[s] for cyclists on the London streets is impressive and provides a secure and segregated much needed artery of access for their commute and general use.

As we discussed approximately 3 ½ years ago I regularly commuted some 24 miles from Southwark to Leatherhead with a journey I developed to protect myself along the Thames pathways and backstreets. Our short journey using the new cycle lanes left me feeling secure and safe and I even found myself confident enough to sightsee as we travelled. I have since our meeting downloaded both the Ofo and Mobike apps and it is my intention to attempt to use those along with the Santander bikes during the summer as opposed to the DLR.

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## Executive Director



I been working with Michael Barratt for over 3 years, establishing a major construction site in one of the busiest parts of Waterloo. The impact of our Southbank Place site on the highway needed to satisfy many conflicting needs, and Michael was fundamental in achieving an optimum balance.

Michael has consistently promoted the consideration of all users highway users and especially those who may have

be impaired in some way and with special requirements; which, without his guidance were not immediately apparent or considered by Project Managers like me.

Michael's passion and belief shines through, he doesn't just lecture as many do, he takes a practical approach allowing people like me to experience first-hand some of the challenges faced by vulnerable highway users. This experience gives a solid understanding and helps to promote a more detailed consideration when planning and maintaining elements of work which may impact highway users of all capabilities.

He actively works directly and takes feedback from impaired users, so he can understand needs from their perspective and develop robust initiatives. Even as an experienced and confident cyclist, with none of the impairments faced by some I have never relished the thought of cycling in London, given the busy traffic and potential conflicts with both cyclists and pedestrians.



I finally succumbed to Michael after much arm twisting and agreed to take part in a cycle ride, to experience for myself some of the conflicts thrown up by highway works and building projects. We were accompanied by a cargo bike user, who was able, first hand to explain some of the more extraordinary challenges faced by less conventional modes of cycling.

Michael took the time to stop and elaborate on examples of good planning and positive engagement, as well as a number of potential conflicts which better planning could have avoided.



Seeing conflicts from a cyclist's viewpoint really did hit home hard. Areas impacting the cycle routes which had been poorly planned, were at times difficult to navigate for me, but scenarios posed by Michael relating to less able users, or those with non-standard needs really emphasised to me how difficult it must be for them.

Even minor changes to physical schemes and even to people's attitudes can make a vast difference, but Michael believes it is the sum of these small parts which is really world changing.

If cyclists and pedestrians feel safe and not exposed to risk, the benefits Michael presented are amazing.

- Reduced reliance on cars – less pollution, less congestion, less noise
- Consideration to larger cargo bikes – resulting in reduced van movements
- Promotion of exercise – reducing stress, depression and improving fitness
- Combination of the above reducing NHS dependency significantly with reduction in cost and freeing up of resource

The cycle ride really gave me the confidence that the work Michael and those at TFL are putting in is really getting traction. Whilst recognising the challenges constantly being thrown up, I felt a level of safety which is essential if that critical mass attitude change is to be achieved. In my professional role, I now have a better appreciation of the challenges faced, which allows better planning and to give a positive contribution

### **Development Impact Engineer TfL**

I had the pleasure of joining Michael Barratt and Canary Wharf Contractors on a ride today looking at the potential of Cargo bikes and role they could play in not just transporting goods but also people and materials for construction sites. I thoroughly enjoyed the ride which took us past some major construction sites and London landmarks. It is a great way to observe how sites manage cyclists and disabled road users, enabling your self to be placed in their shoes. It is clearly evident the positive impact Michael and Works Master Planning's work is having when dealing with these large scale developments.

The cargo bike has great potential to aid us in promoting a healthy streets approach to construction and inclusive active travel. After today's ride I feel more confident in being able to navigate London's streets via pedal power, the most important take home message though, is that it was enjoyable, we couldn't have asked for better weather.



### Community Liaison Manager

Having arrived at TFL with absolutely no idea of what was to be expected I was introduced to my “driver” and his trusty steed. I had never seen a cycle of this design and approached with great trepidation. My seating position on a small bench seat at the front of the cycle caused a few palpitations but I thought let’s give it a go.

We set off from Blackfriars Rd and headed across the river towards the embankment stopping to allow Michael to explain the system to be put in place to keep the cycle lane open whilst carrying out their paving works around I Blackfriars. The view and experience from the front of the cycle was fantastic and I felt like a tourist on a magical tour of London.

My concerns about the interface with traffic were unfounded as the cycle lane provided a safe and secure environment throughout our trip.

Works being undertaken on the Embankment had caused changes to be made to the route but the temp route was very clearly designated and other than an interface with pedestrians who crossed on the red light it was navigated with ease.



Along the Embankment we made great progress and passed over 100 vehicles fighting their way through the London traffic. Crossing back over the river on Westminster Bridge was an experience and by now we had become a tourist attraction photographed by many smiling tourists. Across Westminster Bridge we had to leave the cycle path and the different road surface was very noticeable. This was especially noticeable along Belvedere Rd and some areas of the road were dangerous to cyclists with large ruts and holes.

We then returned to Blackfriars road and dismounted. I found the event enlightening and as a non-cyclist very informative on the benefits of clear cycling routes around the Capital.

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### Managing Director

The cycling tracks created an excellent environment for cycling – particularly as the route was fully segregated from the traffic. This is in contrast to my previous experiences of cycling in London and feeling at risk due to the close proximity to large vehicles.

The presentation following the cycle was extremely beneficial as it reinforced the impact of construction works on the public domain and in particular cycle routes; this is not something traditionally the construction industry has been the best at frequently leading to lengthy diversions which are unsuitable for many users. Michael's presentation was excellent in highlighting the fact that it was feasible to satisfy all road users through the use of careful planning.



As a company PHD Modular Access have undertaken to review how our works impact on the public domain which for us is most commonly through scaffold gantries; as such we will develop a best practice solution which satisfies the requirements of all users and takes particular consideration of vulnerable road users. This will take into consideration security and accessibility throughout the construction, use and ultimately dismantle of the structure.

## Marketing for PHD Group & Marketing intern)



The cycle tracks felt safe from the road traffic and it was easy to follow the diversions.

Great delivery of presentation from Michael, we felt it was engaging and thought provoking. Good to raise awareness of how designing temporary works more thoughtfully can reduce any impact to pedestrians, cyclists and other road users. Some very easy design fixes to help prevent crime 'promoters'.

The information we have learned will be shared with our design teams and clients. When designing temporary works close to pedestrianised areas and roads we will consult with TfL to find solutions that keep all road users and stakeholders satisfied.

## Training & Compliance

The cycling tracks were very safe with plenty of room, very cleverly thought out. Very easy to get around especially if there's traffic gridlock in London. However, I did struggle to turn some corners due to some quite sharp bends but by slowing down and taking my time I was able to.

Overall the cycling tracks left me feeling confident enough to cycle around London and has completely changed my perception on it. I would recommend this to many people in the future. Very enjoyable!

The presentation was very interesting, engaging and taught us a lot on how we can change many things we do within scaffolding to keep road users safe. It showed us areas we could potentially improve in. Great experience!

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### Project Executive

My thoughts on the cycling experience of 14<sup>th</sup> June;

I cycled a lot in my youth and for a spell a few years ago cycled to and from the local train station each day as part of my journey to and from work. I haven't however cycled for some time now and my bike is currently stored in that garage at home.



I haven't cycled in London ever before and to be honest I wouldn't have had any desire to. I was however very impressed with the cycle superhighways. Cycling on a dedicated section of highway separated from the traffic was a totally different experience than I had anticipated and very enjoyable one. If these routes could be extended to cover more of the capital they would be a fantastic asset to our city and give a real opportunity to make cycling a realistically preferred option of transport to so many more people (myself included) as is the case in many European cities such as Bruges which I recently visited.

On the route we took on the cycle experience we passed through some areas of road works being undertaken. The planning of these works demonstrated how with a little imagination and assistance from TfL disruption to the cycle highways can be minimised cost effectively maintaining cycle route separation from highway traffic and works still being efficiently undertaken.



The presentation after the cycling experience was very interesting and showed how ultimately all parties can benefit from the right planning of works which should be the goal of all involved.

Our Lambeth Palace project is the first we have undertaken with any significant impact on a red route and cycle lane. As such this is the first occasion we have worked so closely with TfL. However it is likely that we will be working on further projects of this nature going forward and we would be very keen to meet with Michael and the TfL team to gain their thoughts on any future works to ensure we get our plans right from the outset in future. This will hopefully ensure our works are planned to the standard we witnessed on the cycle experience with Michael which is what we would aspire to following this.

### Project Manager

The ride was well organised with a group of people with very different levels of cycle experience, notably in London, and from different backgrounds, developers, architects, paramedics.

I cycle every day in London and have mixed views of segregated cycle routes, primarily, as it stops motorists from thinking about cyclists and how to interact with them. That said, the cycle routes give confidence to inexperienced riders which has the potential to put people on bikes and reduce numbers of cars. Experienced riders need to be considerate with those less confident due to the narrow lanes.

The works we cycled through were well set up keeping a good flow of cyclists, safe, whilst maintaining segregation with vehicles.

Presentation was good giving an overview of TfL demonstrating how they are working with various stakeholders. This helps to ensure that the roads are safe and offering opportunities to improve efficiency, for example, by sharing facilities, liaising with the local authority for early doors, finding areas for delivery holding points, etc.

The next step is to reduce the number of vehicles in London and reduce pollution to make cycling more enjoyable, and safer.



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### Architect

Since moving up to London 4-5 years ago I have cycled very little. Prior to this I was a keen amateur cyclist, spending several hours per week out on the roads of South Wales.

The superhighway was far above my expectations of the London cycling experience. Generous width of cycle lanes, high quality and well maintained surfaces. Areas of ramped surface were gradual and easy to negotiate. Overall clear signage placed at an appropriate distance before oncoming obstacles. Segregation made it feel a safe non-hostile environment suitable for cyclists of all proficiencies including families and children. Ironically perhaps, it felt that the greatest risk to cyclists was actually pedestrians walking out into the highway in areas with less clear separation. This was particularly the case where the highway had a central island.

Highway logistics at the Tideway and Conway works appeared to be well managed. Diversionary routes were clear and legible. In certain areas signage could perhaps have been provided further ahead on the approach.



The presentation was a good use of case studies which help to supplement the experiences out on the cycle. Showing the process of identifying the problem, working to a solution, and demonstrating its benefits made it easier to appreciate how highway works are perceived from different user perspectives. It was particularly thought provoking to learn of the knock on effect of the construction industry on public services and the wider environment, whether it crime statistics, pollution levels or emergency response times. There are clearly huge benefits to fostering greater partnership and collaboration between individual developers, having benefits for both their businesses as well as other road users.

The cycle experience is useful to architects when reviewing contractor logistics proposals, helping us to ask informed questions. It provides us with a greater awareness of what should be expected when carrying out site visits. Often being involved in a project long before the appointment of a contractor/developer, buildability and site logistics can be considered more thoughtfully at earlier project stages.

JRL

MIDGARD

### Logistics Manager

I think the last time that I got on a bike before Thursday was probably around 16 – 17 years ago... I was always out on my bike when I was a kid. Thursday actually inspired me so much that I went into shopping for a bike as soon as I got back from the office.

Very positive thoughts on the cycle highways but I think in general they could do with a little more speed management. In general though, it's a very good move to have put the cycle lanes through London for the segregation of motor vehicles and cyclists, it definitely made a big impact on my thoughts for cycling through the city.



I don't think unless actually looking out for the TM within the cycle lanes outside the construction sites. They were very well managed and set out. I think a little more signage leading up to the additional management would be good and perhaps be beneficial but very good in general.

It was good to see various different scenarios for pedestrian and cyclist management that is definitely going to benefit myself and the project that I am apart of at the minute. For me there was a fair bit to take in on the day and I am looking forward to working with you guys and improving the TM around our site.

Continuing to work alongside TFL along with our traffic management company to improve traffic management and get a broader mind-set about how and why to set certain things are set up will be a massive step, not just for myself personally but these things can make a huge impact for the image of construction.



**NHS**  
London Ambulance Service  
NHS Trust

### Cycle Response Unit Manager

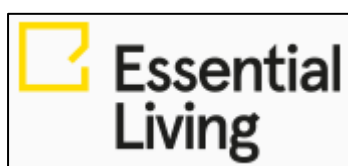
It was very interesting to see your approach in improving not only the health of Londoners but the safety of all those on the surface.

Particular emphasis was given to 9000 plus deaths per year in relation to motor vehicle emissions and what you are doing to try and reduce that, very inspirational work. I am on the

same page, our CEO and Director of Strategy still speaks fondly of TfL and the work you all do.

Furthermore to have a better understanding of planning through to physical changes on surface transport I feel was very beneficial. Traffic flows shown and future models of industry safety I fully support.

Our partnership will continue to develop and thank you for the introduction to many varying industry leads.



#### Director

Essential Living found the ride a pleasant and comfortable experience due to the designated cycle lanes with no threat from vehicle overlap. It was useful to stop at construction and development sites throughout the ride and observe how paths had been amended in various forms to keep the flow of pedestrians and vehicles alike at their optimum level. It was also useful to have members of different parties present from TfL to Metropolitan Police to describe impacts first hand.



The cycle tracks were largely comfortable, although there were some sharper turns and difficult crossings at certain points which were difficult to manoeuvre and therefore handicapped individuals would potentially struggle with. Nevertheless all efforts had been made by developers, contractors and TfL to keep the various cycle paths open at all times and safely segregated from nearby road traffic. Other measures such as car barriers on bridges worked harmoniously with the footways and cycle paths to create a more attractive environment.



The presentation allowed us to reflect on the importance of 'healthy streets'. Having just seen the importance of connectivity on the rider, other issues were highlighted such as designing out crime and place making. Developers have a large influence on new place making and thus should keep in mind healthy street principals to better the surrounding community.

Essential Living commit to a healthy streets approach in their design and construction. Thoughtful design in turn means crime can be minimised, pedestrian and cyclist comfort levels enhanced and connectivity remains fluid

**Essential Living have posted this commitment on their LinkedIn page.**



**Cycle Safety Team Leader**



I have had the pleasure now of working with Michael on several projects and I often accompany him on rides. I personally applaud the way that this project demonstrates the expected 'gold standard' that the senior managers, partners, CEO's and others that have been placed on a bicycle and led around some of the Capital's segregated cycle routes as part of the experience, should be striving to achieve.

The ride often follows a route which encompasses several different works by different companies and it showcases how well things can be done as well as a few things that may not have been done as well as it might have been hoped but which can at least be learnt from.

I have also seen how a half hour ride and a short presentation can drastically change a person's perception of what it is to ride a bicycle in London and how it can be a relatively pleasant experience if the right lessons are learnt and future developments, traffic works or whatever are done in a way which gives sufficient thought and consideration to all those who may possibly be affected.



#### Managing Director

I am an Amateur leisure cyclist, and have done a few charity rides; London to Brighton & London to Paris!



However, yesterday was the first time that I rode a 'Boris Bike' and I am so glad that I did as I feel that I will use them more often now.

Again I have always been a car driver observer of the cycle superhighways and never given them a go. Having done so (with a Boris Bike) I will definitely use them and promote their use to others that I know. It does make cycling in London feel a lot safer and a lot easier to get about.

The post ride presentation was a very informative session. In particular the emphasis on starting a traffic management solution with a completely blank canvas basis was something that was new to me, as that whole possibility was not something that I was aware of could be done. I was under the impression that you could only propose solutions with only minor adaptations being considered.

Commitments going forward: Vascroft will undertake to implement lessons learned from the cycle experience into practice and make our sites and their local traffic management solutions more inclusive for ALL road users and pedestrians.



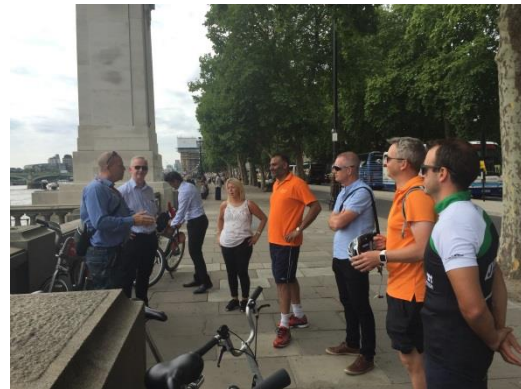
### London CLOCS and FORS Chair

I am a keen cyclist have done 4 charity bike rides covering over 250 miles in four days. First time on a 'Boris bike' on this experience, very easy to use.

Cycle superhighways - I personally think a great intervention for City environment to make safer for cyclists, I didn't like coming on my bike into London before due to safety (even being a keen cyclist) these have made it better for all road users.

The presentation is great and again raises awareness showing good and bad practices gets the audience thinking.

What commitments can you make moving forward – raise awareness with other contractors responsible for this. Happy to help when I can and the City are involved from road danger team just need to get others involved.





#### Director

Thank you for the bike ride and presentation, it was interesting and very useful. It was very beneficial to gain some wider context to the projects that we are working on.



#### Associate Director

Thank you for yesterday it was very well received by my colleagues. Lots of items to take into consideration but all common sense approaches that can be adopted on our scheme at Ludgate and Sampson (and further afield with other projects).

It goes to show that prior planning can help reduce all of these concerns/issues and should be at the forefront of everyone's thinking when planning works on major routes.

The cycle was very enjoyable and relaxing which was a big surprise to me. I cycle into work from the Docklands and although I feel reasonably safe there are a number of areas that cars and bikes are just too close together. Compare that to the cycle route we went on and everything is segregated which installs confidence in the rider.



It's sometimes difficult for us as Project Managers that don't necessarily produce the plans as this is normally down to the contractors to pull together, however, with that said it does mean that when we review information it gives us better knowledge to question the contractor's proposals.

#### Partner

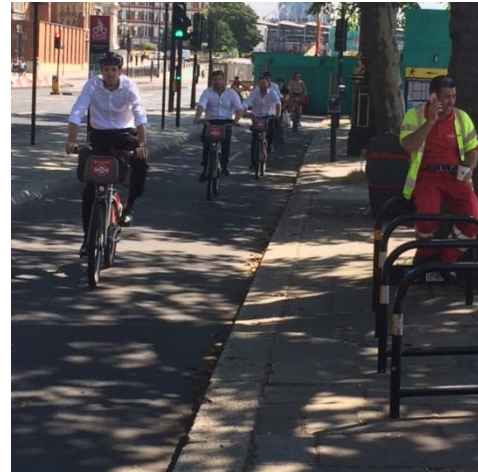
Many thanks indeed for the cycle-ride and presentation last Monday. It was great to get out and see the riverside from the saddle of a bike – even though it was a little hot!



In particular, thank you for the insight and your presentation into the challenges and considerations when planning developments and the associated diversions around the TfL network.

It was extremely helpful to gain a more detailed appreciation of the factors to be taken into account in order to safeguard the public and maintain traffic flow. It was an eye-opener to see examples of the consequences where this is done badly.

We look forward to working with you in developing mutually successful and effective solutions around the Bankside Yards site logistics plan.



BRITISH AND IRISH TRADING ALLIANCE



**BITA President**

“As BITA grows, we are constantly developing a better understanding of our members’ needs and wants. It gives us great pleasure to communicate these messages, and with issues as crucial as incident, emission and crime reductions, we are proud to be promoting at the forefront.”



### **Ardentide Managing Director and BITA Board member**

“Before this course I would never have even entertained the idea of cycling in London, but with the new cycle highways I feel so safe I would happily now hop on Santander bike to take me from Westminster to Southwark.”

### **Ardentide Marketing BITA X member**

Cycling experience – Was really interesting to see London through the eyes of a road safety expert. Since the cycle I have found myself analysing road works layouts and the outsides of construction sites!

Thoughts on the superhighways – Not only inviting for new cyclists, but a game changer for regular cyclists. It provides a complete safety buffer from motor vehicles and is a step in the direction of the highly developed cycle infrastructure that we see in many European cities.



Thoughts on the Santander bikes – Very easy cycle and perfect for a relaxed ‘saunter’ around. Wouldn’t want to have to travel too far or be in a rush however.

Thoughts on cargo bikes – Personally can’t see when I would use one – but if you were to be transporting big loads around London, this would certainly be

the most efficient method of doing so. Pedal Me are also a very interesting business and as the cycling infrastructure grows in London, I’m sure they will as well.

Presentation detail – Very insightful. After seeing the presentation I think should be mandatory for any construction businesses working in London to follow the crime and collision reduction procedures explained by Michael. I would highly recommend to all I know working in construction, it’s not just about the potential for saving money – but a pragmatic approach to reducing the chance of collisions or crime.

How you will use this info to make positive changes going forward – I do not work directly in construction, but I will certainly be passing on the knowledge gained to industry colleagues.

**“I also received a wake up call with regards to cycling safely and will certainly not be so laissez faire about road cycling in the future!”**

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National Key Account Manager BITA member

#### DISAPPOINTED

Disappointed the TFL ride wasn't longer. Like a few people I haven't been on a bike (apart from the gym) for a number of years. The thought of riding and riding in London with the busy traffic didn't instil me with confidence, especially with tight lanes and large vehicles. However one is always keen to get involved and also being a proud sponsor of BITA felt grateful for the invite.



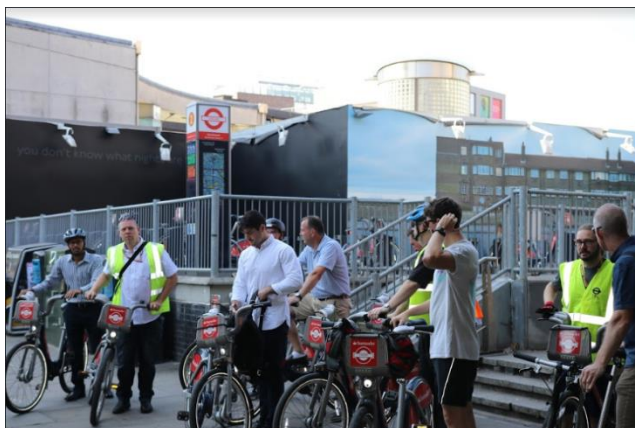
The ride was safe, enjoyable, informative and changed my opinion on riding in London. I wouldn't hesitate now to take the opportunity to enjoy the ambience of London and surrounding areas. You can see where the investment has been well thought of, well spend and more important, keeping cyclists safe.

Thanks to Michael Barratt and BITA. Keep up the great job your doing and awareness going.

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Commercial Director (Coinford Group) BITA member



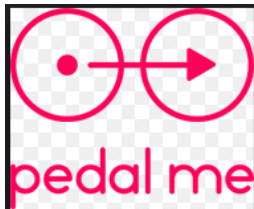
I was very pleased to be able to attend TFL & BITA's "A Cycling Experience for constructors" event for a number of reasons. As a major construction company in the South of England, Coinford Group sends its Fleet of delivery vehicles all across London and the surrounding areas.

It was great to see that safe cycle routes are being provided for cyclists around

London via the Cycle Superhighways. I was amazed at the volumes of cyclists that are using these routes across our City and how important they are in providing safe segregated routes for them to use.

As Silver FORS & CLOCS members the safety of vulnerable road users is already high on the Coinford Group list of priorities and we already consider that we do all that we can to ensure their safety. It was however very interesting to listen to Michael Barratt MBE's information during our cycle and the extra considerations that constructors need to make when dealing with subjects such as "278 Works" and how they affect both cyclists, pedestrians and drivers. Ensuring that all parties get the safe travel routes they require is certainly top of Michael's team agenda at TFL.

I would point out how incredibly safe I felt on the Cycle Superhighways. In fact, I will certainly be brining my 10 and 7 year old daughters to London to ride around the City and enjoy the sights. Certainly a notion I did not think I would have at the start of the day. I would urge any constructors given the chance to take this cycle experience to do so. It is a clear eye opener of what has improved for cyclists and pedestrians and what still needs to improve with help from TFL, BITA and ourselves in the construction industry.



Cargo bike operative



The segregated cycleways are a massive benefit to our company, and therefore of massive benefit for the movement of goods and people across London. The key benefit is that they are significantly faster because we don't get stuck in traffic. Well designed cycleways also reduce the number of signals that are encountered, such as on Embankment. This enables e-cargo bikes to reach their top speed of 16mph for a long time without the stop-start nature of using the

main carriageway with motor traffic. Quicker journeys reduce the cost for ourselves to operate, and for the businesses using us. The opponents of cycleways often say they are a negative impact upon London's economy, the growth of e-cargo bikes shows that cycleways are a great benefit for businesses in London.

It's important that contractors consider all types cycles when implementing road works on cycle ways. Cargo bikes are less manoeuvrable, and often can't U-turn on a cycleway. This can lead to cargo bikes getting stuck, or having to backtrack a significant distance to escape onto the carriageway. TfL have demonstrated with contractors in the past that it is possible to cater for cargo bikes at road works, and the needs of cargo bikes are similar to those for bikes adapted for people with disabilities.





### Managing Director

Thank you for inviting us to the cycle experience and for giving us the chance to gain a safer understanding of cycling in London.

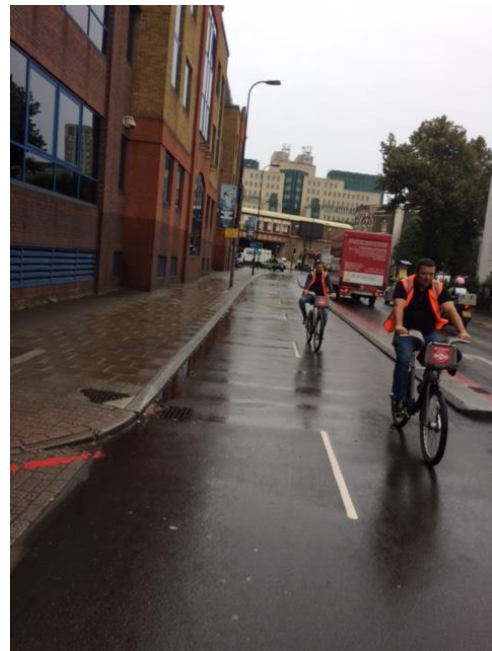
It gave me a better insight of the importance of segregated cycle lanes to improve safety on London roads.

We found the cycle experience presentation on methods to make drivers' lives easier including marshalling guidance, loading, holding areas and early doors very informative and we intend to share these best practises with employees, customers and clients.

### Transport Manager

Just wanted to say thank you for today, having been a transport manager that was responsible for a driver who was involved in a fatality with a vulnerable road user I fully understand the importance of what you are trying to achieve and am willing to help in anyway that I can.

Today was the first time I have used the designated cycle lanes and I was pleasantly surprised.





### Managing Director

On the 16<sup>th</sup> of August, Danny Sullivan Group Managing Director, Tim O'Sullivan and Operations Manager, Kieran O'Driscoll, were invited to participate in TFL's Constructors Cycle Experience, organised by Michael Barratt MBE. Tim and Kieran were provided with Santander bikes, used by many for commuting purposes, to experience what it is like to cycle around the busy streets of the capital.



They were joined by other members of the construction industry as they navigated the narrow cycle lanes and made their precarious journey past congested building sites.

The ideology behind the cycle is to give construction bosses the experience of what it is like for pedestrians and cyclists to navigate around the lorries, diversions and site entrances that are facilitating the capitals busy construction developments. Once the group had completed their cycle route, they were invited to a presentation by Michael to advise them on the improvements that their sites can adopt to make London a safer, happier, healthier and attractive place to work and live.



Tim O'Sullivan, Danny Sullivan Group MD, had this to say; "As a keen cyclist, I know first-hand of the enormous benefits of cycling to not only the mind and body, but also our environment and I am truly delighted to support this excellent initiative. This campaign, which has been developed by Michael Barratt and supported by the TFL, touches on the critical aspects of safety, well-being and awareness, and it will be a very

important educational tool for members of the construction industry. We in the construction industry must always go above and beyond in our work to ensure the safety and wellbeing of the people of London. I highly recommend that my peers participate in the cycle experience and take on board the advice proffered by Michael – make sure you wear comfortable trousers!"

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### Head of Transport

Many thanks for giving me the opportunity to take to the streets on a cycle with yourself and the other rain sodden cyclists, an enjoyable and thought provoking experience.

On a bike for the first time in many years I was taken back on how far TFL have come in providing a safe and protected environment for cyclists, yes there is still work to done but for me I felt secure when on some of the capitals busiest roads.



The morning made me realise that with constructive input from business and other road user groups being given to the road planners and designers the capital can have a safe road network for all to use.

### Project Manager

The cycle ride was thoroughly enjoyable. I haven't cycled around London as I do not believe there are sufficient cycle lanes throughout the journey. There are sections where it is every man for themselves so to speak. We travelled through both of these scenarios yesterday.

Where the path was available I found it incredibly enjoyable. The paths were clear, the other cyclists were pleasant, albeit a few overzealous and eager cyclists meant a few close calls between shoulders. Speaking with PC Andy this happens a lot more than what is reported where the cyclist has "music in, head down and ass up" and collisions occur from lack of attention.



The route we took through the streets with no routes was a different story. We met a few drivers with no care for cyclists who would nose out to force us over. For instance, Although we were in a pack of 8 coming through the road the black cab behind the parked van still decided to nose out and force us into a single file lane although we were on our side of the road. This to me was bully tactics as its flesh vs metal and we were

always going to move over but as road users with right of way the taxi should not have moved until we had moved past. If we were in a vehicle coming through he would not have moved. This I can imagine is a regular occurrence on the streets of London.

I did also notice a few cyclists with no regard to the road laws. As a road user and vehicle driver I have an understanding of the signs, an appreciation of the traffic light system and an understanding of general ongoing on the road. When we were out and stopped at red lights waiting to turn I noticed some cyclists who believe themselves to be pedestrians while stopped at a light. Once the green man comes up they take it on themselves to go through the junction with no regard to the law. This caused a few swerves around walking pedestrians and the mandatory shouting and finger signals. Speaking with Andy on this also I asked is a cyclist classed as a road user or a pedestrian and which regulations are they to follow. He informed me that they are 100% a road user and when he is on duty (not cycling with us) he would generally pull them for this offence and issue a fine. Beyond that the MET police do not have much power as there is no test to see if the cyclist understands the road before they buy a bike and no license that they can confiscate should the cyclist commit offences.

Overall the cycle ride was enjoyable and speaking with the PC was enlightening from his aspect of work. He is extremely qualified at his work and we spoke about various aspects of what can go wrong on the road. Where there are cycle lanes the road is an enjoyable place to be on a bike but until the cyclists understand that they are held to the same regulations as the road users and the vehicle drivers view and respect cyclists as opposing traffic not a nuisance the non-cycle lane roads will be an ongoing case of every man for themselves.



#### Contracts Director

Many thanks for the opportunity to experience London as I never have before. The presentation was very good and informative; I'll certainly be using the cycle super highway in the near future. Our Health & Safety department is very interested in the 'Constructors Cycle Experience' and we would be very interested if and when you do it again.





### Safety, Health & Environmental Manager

This is a quick email to say thank you so much for the presentation at your office and the experience of cycling around London on the Boris Bikes on Monday 24<sup>th</sup> September 2018 giving us a different perspective on how cyclists, pedestrians, vehicles and construction sites interact around the super cycle highways.

What deserves noting is the support and guidance TFL and you have given to the Kier Site Team at Wedge House, enabling them to find a practical and viable solution to keep the site working, install a temporary footpath on the super cycle highway, in the process keeping the pedestrians and cyclists moving and maintaining a high level of site safety at the same time.



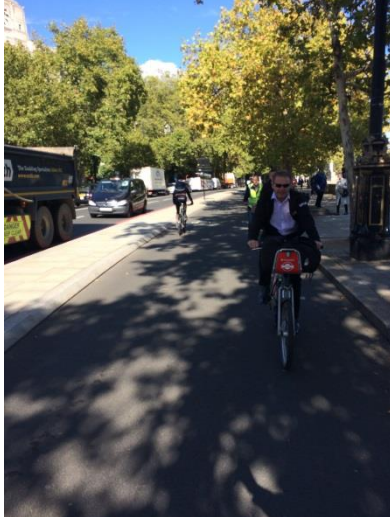
I will be in contact regards setting up a meeting with our Pre Construction Bid Leaders, I believe there is real added value between our organisations to work together.

### Project Manager

Thank you for the ride and presentation highlighting the good and bad aspects surrounding TFL routes in central London. It was an interesting experience and one from which I personally gained an insight into how site presentation and set up being considered early in the scheme along with detailed planning with TFL can assist with site security and public impression throughout the life of the scheme. In addition to setting up a safe perimeter for all highway users around the site which ultimately makes the site management teams life easier after the initial set up.



The Santander bikes were a little heavy! However they were easy enough to ride and manoeuvre around the cycle lanes. I noted that the junction on the North side of Waterloo Bridge was interesting with a fairly tight turn and after a 150 yds approx. there was a junction where two cycle lanes merge, our lane had to give way as we joined the other lane. This required concentration when riding and seemed a possible collision point for those not used



to the route. There was also a noticeable distinction in the feeling of safety between the segregated cycle lane and the cycle lane 'just painted' on the side of the vehicle carriageway. It felt that there was no barrier and with other cyclists overtaking and the nature of some drivers to attempt to squeeze through gaps that when riding these routes you were exposed to danger and that segregation seemed the better alternative by far.

In so far as the infrastructure it seems to be a well-managed part of the city now and the pillars highlighting the amount of use each day / week / month seem a good record of how well public money is being spent. The North / South route is a great artery for commuters from suburbs in the South right up to Kingscross now, working through part of the main CBD area of London. The route along the embankment is not only a great way to commute East / West but an amazing way to see the Thames and the numerous tourist attractions along its length.

The presentation was a good way of letting us know the types of products available for assisting with the traffic management around our sites during the build sequence. Understanding now that there is an array of products out there such as the stick down bollards, knock down bollards and stick down rumble strips and that there are some specialist suppliers of these products such as Cusacks. Do TFL have a document that could be sent to Main contractors pre construction departments and ground / civils sub-contractors as the information we received is a great help going forward but it would be better if it could be disseminated further into the industry for the good of the workers and the public to make the interface between us easier.

In regards PR and policy change I will gladly leave this to Mark for Kier going forward but will be including lessons learnt personally on schemes going forward.

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### Regional Manager South East



After working with Michael on the Sampson and Ludgate project I was aware of the TFL vision and strategy regarding construction works on the public highway and how they can have a detrimental affect to the public and in particular minority groups.

After spending the day with Michael on the cycle experience my outlook on a myriad of issues and challenges were expanded and enlightened.

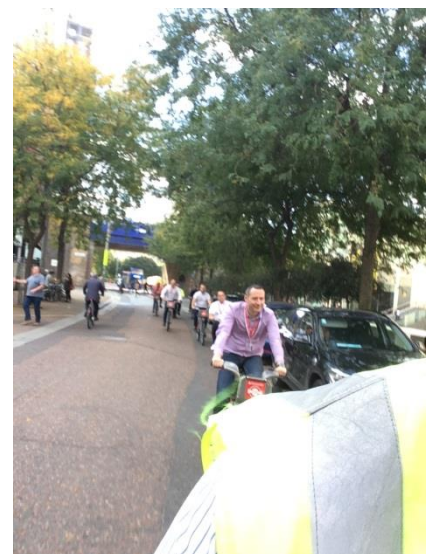
Cycling on the superhighway on the Santander bikes was an amazing experience.

I often thought the bikes looked incredibly uncomfortable and wondered how so many people use them wearing business suits and not the latest 'Chris Froome' skin suits. However, they were extremely comfortable, and the three gears offered, were most suitable for the route that we cycled.

Many would think that cycling in Central London would be a nerve shredding, life endangering experience. However, using the superhighway, couldn't be further from the truth. The only issue was a tourist bus and taxi stopping within the lane. This was quickly rectified when Michael explained to the drivers of their misdemeanours and we continued on our pleasant safe journey.

This safe pleasant journey was soon cut short when we were diverted of the superhighway and took to roads that didn't have cycle lane provision and, within the vicinity of a construction site on the South Bank. Whilst exciting for all the wrong reasons, as a cyclist, I felt vulnerable, exposed and at the mercy of buses, HGVs and any other vehicle that felt they had more right to be on the road than a cyclist on a Santander bike.

This short experience highlighted the benefits of the super highway and why it is imperative that this is protected when considering the impact of road works to pedestrians, road users and vulnerable groups.





Following our cycle experience, with use of role play, we shared our experiences of the event and Michael presented ideas for discussion and consideration when planning works.

### Construction Engineer

As a regular cyclist in London I always try to avoid streets with construction sites or road works because it increases the hazards and levels of stress when cycling between big lorries, narrow lanes or uncomfortable route diversions. As a Construction Engineer, carrying out road works and closing lanes maintaining acceptable levels of traffic it is already quite a challenge, and it is sometimes unavoidable (or quite difficult) to cause some disruption to cyclists. TFL Cycle experience helps to give a wider understanding to design street works with a deeper appreciation to maintain good levels of comfort to the most vulnerable users of the roads, pedestrians and cyclists.

I would definitely also recommend this experience to regular drivers that are at the same time afraid of cycling in London but do not respect cyclists' safe distances. Cycling in London is probably the quickest and most sustainable way to move around the city but, apart from all the infrastructure, it requires the respect and comprehension from the rest of the users of the road.

### Trainee Construction Engineer

On 25<sup>th</sup> Sept I was given the opportunity to cycle around South London using the new TFL



Cycling Routes. My overall experience was extremely positive, the cycling paths were well designed, spacious and the surface very smooth. The journey was quick and most importantly I felt safe. Cycling routes are very important in a city like London, it helps reduce road traffic and pollution but also it can turn commuting and in general cycling into a pleasant and safe experience.

London roads can be extremely busy and for cyclists unfortunately very dangerous.

During the experience I also had the opportunity to cycle on a road with mixed traffic and no safe cycling route available for a small distance.

I must say that was a very frightening experience, having impatient van drivers revving behind you felt intimidating, not to mention some eager motorist quickly passing you without a thought of your safety. I honestly couldn't wait to be back on the designated cycling route and enjoy the rest of my journey.

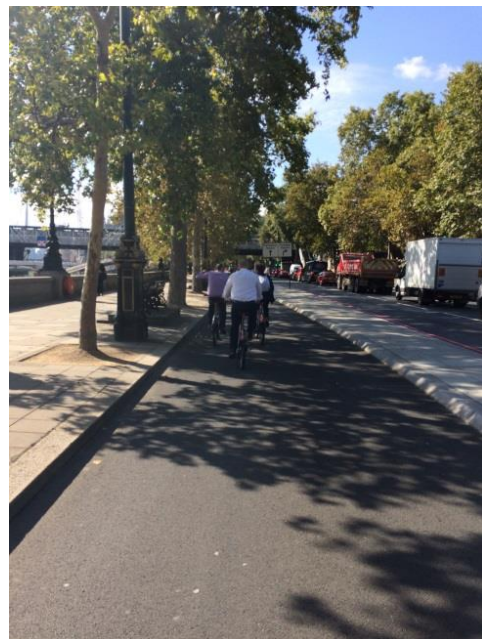
TFL cycling Routes have definitely made a positive impact on cyclists as well as given people like myself an opportunity to safely experience London on a bike.



**Senior Construction Engineer**

In my opinion all the points raised by Michael are important, we will try to maintain in all Power On Connection LPN schemes pedestrians minimum space requirement and cycle lanes remain open without complex diversion proposals. It was a big surprise to me that we can use alternative footway/road boards which can improve TM for our job, also they can potentially reduce lane rental charges by using them on our sites. I also understand better that there are a number of challenges in delivering the good way of transport measures, we have discussed that transport network in London is fit for the all commuters. In addition, improving air quality across the central city region is very important too.

I can also with a clear conscience support super cycle highway idea, which making the city centre a more attractive place. I can from my side confirm that will try to communicate better with local authorities to ensure our traffic management proposals taking all the points discussed during yesterday cycle experience into account. All to help to deal with congestion problem in London.

**SAP Construction Engineer**

I found the TFL Cycle experience an eye opener to every day challenges in which pedestrians / cyclists and the highways traffic have to encounter with the implementation of the cycle highway.

I learnt that TFL Lane Rental charges can be negated for if a closure can be avoided and a maintain scheme introduce could potentially even incur a given bonus for.

The use of the TFL bikes well under estimated for what they are worth and most certainly has gained a given customer, especially for non-operational commutable work journeys

**Business Development Manager**

Thank you very much for the ride this morning around Southbank and Waterloo.

It was a very different experience seeing the affect construction works can have from the public perspective, as opposed to the construction / development side.

After working with you closely on Blackfriars Road, its amazing to think how some collaborative working and a different point of view could completely change the flow of a project.

The Cadent gas case study was a great example of this in motion. When planning construction works, the idea of visualizing the site as a 'blank canvas' and then conceptually

rebuilding to ensure the safety of all users is one that I will certainly be utilizing and communicating to my teams.

Finally, we visited a local site as an example where the developer has collaborated with TFL to reduce the impact of their works to the public with consideration to crime impacts. This was effectively presented where the reduction of 'blind spots' and access points around the proximity of a construction site can mitigate crime and its escalation.

Overall, a very worthwhile experience and one I will be promoting to my senior management team and our contractors.

### **Regional Manager London & Eastern**

**Santander bikes** – A good way to get around London. Individuals would need to understand the locations and general availability of the bikes at busy times / areas before committing to changing mode of transport. Could only consider this as an option in good weather unless being prepared for all seasons.

**Cycle superhighways** – Feel much safer on the Cycle Superhighway, being segregated from the traffic was far better than being on normal road.

**The presentation (adapted) the site visit (crime impacts) and how to use going forward** – The presentation would have been better with the slide show and videos but the point re exploring all possibilities before closing lanes, keeping cycle lanes maintained at all times did come across. The site visit re Crime Impacts was interesting although less relevant as it is the developers boarding that will cause the issues.

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Young British & Irish Trading Alliance



### Director

'It was my first time using a Santander bike, I found them easy to use and comfortable - would definitely rather use them than get on the tube whenever possible!'

Cycle superhighways - A part of the road I have never used before, if all cars were electric I wouldn't have even known they were next to me! The cycle superhighways in my opinion are a very safe way for cyclists to travel. Riding on the road was noticeably different to the highway, the element of danger was heightened and vehicles moving around you can be off putting whilst cycling.

Awareness, Accountability and safety would be the core values that I can take back and apply within the workplace.

I will most definitely use the Santander bikes again; it's a much healthier / more pleasant alternative than the tubes especially when using the cycle super highway.



### Project Manager

I found the Boris bikes comfortable to ride and easy to use, I liked the cycle superhighways they were comfortable and I felt protected compared to riding side by side in the live lane. I enjoyed the presentation and Michael's knowledge and delivery backed that up. It has opened my mind especially moving forward how we can make our site safer for the public especially those with disabilities.



### Marketing Manager

'I hadn't used the Santander bikes before but I found them easy to use so I'll definitely be using them more. I thought the basket in the front was a great addition as it meant I didn't have to carry my bag around.'



I really enjoyed cycling around the city on the superhighways- especially along Victoria Embankment. Being separated from the road took away the frightening aspect of cycling in London and allowed me to focus on cycling and my surroundings without worrying about being in the way.

Riding on the road as opposed to the superhighway was definitely less enjoyable, I noticed that not all roads had clear cycle lanes and a few times, when there were cycle lanes, there were cars blocking them. I still enjoyed the cycling however I was more aware of the cars/ buses going past and I was concentrating on staying as close to the curb as possible.

The Presentation was very interesting, especially when Michael discussed the ways in which roads can be restructured to incorporate cycle lanes/



diversions. A lot of the issues we discussed, for example, how diversions can affect elderly or disabled people, I hadn't thought of before.

I think this has taught me that I need to think about how my decisions will affect everyone, as although it might be good for one group of people, it might then hinder another, so it's good to try and tackle that before making a decision.

I will definitely use the Santander bikes a lot more and I will make sure that I am looking out for cyclists when crossing the road.

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### Trainee Transport Planner

The Santander bikes - Comfortable and easy to ride/adjust.

The cycle superhighways felt very safe and comfortable on the quieter cycle routes. I prefer this type of cycling infrastructure the most. However, other more regular cyclists use these as racing tracks!

Cycling on the roads - I would say that I am a relatively confident cyclist and even I felt a little intimidated. I preferred the segregation. Felt that 'riding on the road' cycling is more of an actual mode of transport in terms of getting from A to B (and trying to get there fast) whereas on the cycle superhighways its more of a leisurely cycle (if that makes any sense?)

I felt the presentation at the end nicely summarised all the issues we experienced and highlighted why we went on the ride in the first place. I liked the interactive parts and the video.

For me personally, it would be to understand how cyclists feel when cycling in London; not just around TM or vehicles but in general too. I don't cycle often anymore and hardly ever in London so it was good to get this perspective! Also, I would like to come out to cycle through more TM in the future (I know Hampstead Road (HS2) cycle is coming up so would like to get involved in that seeing as I'm working on the cycling strategy in Euston).

What will I change going forward - especially after seeing the video of the close call between the cyclist and HGV is the way I cycle around HGVs. I tend to forget how high up the drivers position is in a truck and just assume they can see me... NOT A GOOD ASSUMPTION TO MAKE!!! :)

### **General Management Apprentice**

The cycle experience I attended enabled me to gain an understanding of the experiences cyclists are faced with everyday, from cycling on a cycle super highways to a normal busy road. This has allowed me to understand the importance of cycle super highways, and how less experienced cyclists may not cycle without them; this is because they allow you to feel more at ease than cycling on the roads.

As a less experienced cyclist I believe that the cycle super highways give the opportunity for many different people to cycle with different types of bikes. I found cycling along the cycle super highways a much more pleasurable experience than on the roads there is less of a threat from road traffic, in the future I believe I will be more encouraged to cycle due to this experience, therefore I found it a very insightful and interesting experience.

### **Network Management Technician**

The Santander bikes are a good scheme that are easy to hire out and also well maintained. The bikes are suitable for short trips through the city.

The CSH are brilliant for getting cyclists off the road and improving safety. The segregation reduces conflict and it was clear just how much safer it is when we rode on the road and had to deal with HGV's etc. The CSHs should encourage more people to cycle.

The presentation was very interesting and pointed out aspects I would never have considered before such as the 'broken window' effect and using mirrors and slanted hoarding to create a safer environment for pedestrians. I have now noticed more tiny details whilst out and about that I would never have picked up previously.

I can take what I learnt back to work by reporting any incidents I see out on street to get the issue sorted and make the streets safer.

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### Head of HR & Business Improvement

“What an enlightening and eye-opening experience. I did not know what to expect when I arrived in Southwark and was actually a little afraid to cycle around the busy streets of London with my novice cycling skills. However, what an appreciation of the hazards and challenges that face cyclists, pedestrians and commuters in London. The additional challenges of the obstructions created by Construction sites were informative, however how they are handled by Michael and the TFL teams is extremely positive. They are able to support construction companies with effective solutions to minimise the risk to all traffic in London. An extremely consultative approach used by Michael. I thoroughly enjoyed the experience, albeit the old muscles were a little tight after. I certainly will be using the bikes in the future. Many thanks to Michael”.

### Senior Project Manager

“Following the bike ride on 12<sup>th</sup> October 2018, it really opened my eyes to how the construction industry causes so many small issues to local residents, local traffic and of course cyclists. As a



Project Manager it makes you think of other ways of providing a good traffic management system on all projects in the future, and making our clients aware of these obstacles would be beneficial for all. Enjoyable experience”.



### Trainee Fire Engineer

“The TFL safety ride is a great experience that outlines the many fears faced by cyclists on a daily basis. It was well directed and very informative and I hope to cascade this new found knowledge to my family and friends to make cycling in London safe and enjoyable for them”.

### Strategic Business Director

Having cycled in London for 30 years, I found the ride to be interesting, particularly from the perspective of the work carried out by TfL with the contractors who impact on the road network. Michael Barratt was a very good host on the tour.

If I had any suggestions for improvement, it would be that there is a tendency in a group for the novice or less experienced cyclists to lose attention to the road conditions (as happened on Belvedere Rd, next to the Shell Centre) – they pay attention to their colleagues rather than the road. Can I suggest that in areas like this, the group size is reduced and advise cyclists of the dangers? **“This is covered in the pre-ride safety brief and you are correct, many lose concentration. I will attempt to source a ‘tail end Charlie’ (additional rider ) to assist and reiterate the issues that can occur”.** Thank you MB.



### Electrical Engineer



“It was a great experience to gain insights on the TFL involvement in the construction traffic management and site set ups on London roads to aid cyclists and pedestrians.

As a cyclist of London roads, I gained confidence in TFL by knowing that it actively works with constructors and developers to deliver safer roads and friendlier environments for cyclists and pedestrians.”





Producer / Director – “Now You See Me” (RTÉ Television Ireland / Oddboy Media)

We are currently producing a television series for Irish National Broadcaster RTÉ (in association with the Irish Road Safety Authority). The series examines the disconnect and tension between different Irish road users (primarily cyclists and drivers) and ways in which we can improve both the safety and efficiency of our urban, suburban and rural networks; especially for vulnerable road users. Across the series, we are travelling to a number of European cities and regions to see what we can

learn from each, both in initiatives they have implemented and in issues they have faced.

The key pillars of our series are – does Ireland need segregated and dedicated cycle infrastructure across its cities and towns; do we need better enforcement of road traffic offences (for both drivers and cyclists) and will a greater understanding from all road users of the issues their fellow road “sharers” face every day make a difference?



As part of this we wanted to look at cycling in London, what are the challenges faced by vulnerable road users, what infrastructure, legislation and attitude currently exists and what is the city doing to improve these.

Having read about the brilliant “cycling experience” initiative TFL and City of London are running, we were delighted to team up with Michael and Vincent

for a two-wheel tour of London.

Having used a mix of “city bikes” and private hires across a number of European cities, I found the Santander Bike service easy to use and good value for money. There is a decent number of docking bays and the bikes themselves are generally in good condition. The infrastructure we saw was good and felt safe. Michael was great at pointing out sections that



will be improved and the reasons for different issues faced and now being addressed. The sections of on road cycling felt safe as we had a solid group and were led with great experience and confidence.

Prior to our tour with Michael and Vincent we did experience some tense moments sharing the roads with London's traffic and I was delighted to

see first-hand the direction TFL and City are moving in to increase segregation and separation.



I found the chats and information exchange at the construction sites very informative; I was struck once again by what a great idea this project is and how well it could work in Ireland.

The basis for this TV project is to try and improve the lives of Ireland's vulnerable road users and help create more of a "road sharing community" across our nation. In this regard, I am extremely impressed with the current work and long-term plans of both TFL and City of London.







Campaigner and Press Manager

It was really fantastic for me to experience being on a PedalMe cargo bike. The last time I



was on the road on a bicycle in London was when I was hit by a lorry, so was somewhat apprehensive being around traffic for the first time.

I think the ride was really valuable as we had cyclists of all different abilities, as well as myself, and it showed how road layout is important to cater for all.

Certainly I felt much more comfortable when we were in the segregated cycle lanes

compared to not.

I was encouraged to see that TfL and Michael are working so hard to make the roads safer for everyone, and educating construction companies on the impact of works.



Joint Managing Director

Many thanks for organising the Constructors cycle Experience in London on Tuesday last. It was a most enjoyable experience and very enlightening. I found the Santander bike very easy to ride and cycling between the segregation barriers was the most satisfying.

The presentation in the Church yard was also very interesting as it was good to listen to all the different opinions. I have now a better understanding of the work you are trying to accomplish.





**Managing Director**



Thanks for inviting me to join you – from my perspective I found the Santander bike really easy to get to grips with; and cycling between the segregation barriers added an extra safety dimension to the ride.

I also thought the presentation was interesting – hopefully this new initiative will take off with other companies.



**Managing Director**

Thanks for the great job you have done today, I am sure everyone will agree that it gave us all a much greater understanding to bring more to our companies and our wider clients.

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## **LONSITE**

**Director**

Really informative session so thanks for inviting me down.

Prior to Friday, I was really blind to work that goes into providing and monitoring the cycle infrastructure. Moreover, the crime element in the presentation was real food for thought and something I will raise on my next site visit. I will also encourage other clients to work proactively with TFL on projects rather than reactively especially with the cost saving in the long run!





Michael, you correctly raised the point that companies PR will be in better tact if they engage with the appropriate bodies prior to these issues arising. There were so many points to consider such as the engineering that goes into the cycle paths for all users, how hoarding design if not done correctly could encourage anti-social behaviour and crime but as they all come back to me I will surely raise when appropriate going forward.

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### Managing Director

The cold snap and rain didn't dampen the spirit of learning and we gained a new insight into construction. After rearranging the seat for the short ride, it was refreshing to learn on the cycle, the engineering behind cycle highways. The rise and falls in cycle lanes equating to a faster courier service through town. While the presentation opened up the discussion on anti-theft and how re-designing the hoarding can reduce, if not eliminate, site theft, litter and poor PR for areas (a clean cut visual of well lit hoarding equals a vision of redevelopment for prosperity to the area not a derelict, littered area of dark shadowy areas.)



For us, the discussion on changing mind sets was another interesting topic, since we produce innovative solutions to contractors. The ability to compare and contrast TFL's experience on their approach to behavioural change and seeing it's a mixture of collaboration from a top down and bottom up approach in order for change to occur was an interesting topic.

Lastly, finding out more about cycle deliveries was the most influential change that I can bring into our company. We clearly see the advantage and will be taking this on board for future deliveries to London projects and hopefully beyond.

Thanks again for the brilliant day.

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## Director

Before I attended the cycling event I believed, because the Company's vehicles operate under the FORS scheme, that I would probably not learn anything new, other than refresh what we already have in place. We are compliant with our road vehicles and the training we put our drivers through but then there's the stress element discussed which to be honest, I don't believe we've given a lot of thought to.

It was interesting to learn just how much consideration goes into the design of segregated cycle routes, to cater for the different types of bikes and bike users.



I recognise the importance how the construction site boundary and entrance/exits are set up to create a safer environment for both pedestrians and road users, which, as we are predominantly employed as a sub-contractor, we have very little input on. However, we will certainly be taking this element forward and will be advising clients accordingly where it's required.

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