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1 What is your name?

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3 What is your organisation?

Organisation:

Westminster University Department of Planning and Transport

4 To what extent do you think that this consultation document reflects the travel challenges currently experienced in London by educational establishments and young people?

Disagree

5 Have the problems faced young people when travelling been sufficiently addressed in this document?

No

Please add any comments :

Clearly while the decrease in travel by car is very welcome, we're failing to increase travel to school by bike, which in London has gone from 1.1% in 2006-7 to 1.0% in 2010-11 (DfT 2012 - http://www.dft.gov.uk/bikeability/wp-content/uploads/120320_Cycling_to_School_Bikeability_Data_Report_v_final.pdf). This issue should be foregrounded in the document and a clear strategy to address it put into place.

6 Looking at the Active and Independent Travel section of the Plan, is there anything else you think that TfL should do to make cycling and walking more attractive to young people across London?

Yes

Please add any comments:

Commuter cycling in London increased dramatically between 2001 and 2011, particularly in Inner London where the rate is now 7.2%. However, travel to school by bike has if anything slightly declined over the second half of that period, going from 1.1% to 1.0%. This to me is a clear sign that while people want to cycle (many school students say they want to cycle, in particular) we are still not creating cycling environments that people of all abilities and ages can use.

I note that Cycle Infrastructure Design (LTN 2/08, p. 12, https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/3808/ltn-2-08.pdf) states that children 'may require segregated, direct largely offroad routes from residential areas to schools, even where an onroad solution is available' while 'Cycle tracks and lanes where adult cyclists frequently accompany young children should be sufficiently wide to allow for cycling two abreast.' I wonder how many children have access to these conditions for their ride to school.

If we're serious about encouraging cycling to school, we should have a minimum Level of Service for child cyclists - which should be seen as also the minimum level necessary for mass cycling, as many adults will only cycle in such conditions. We should know where there are problems, which schools have many or few students able to use a suitable cycling network. While some parts of such networks will be wholly separate from motor traffic, not all need be and there should be standards for the maximum number of motor vehicles using such routes before they become unsuitable for children.

Where such a network is not available to a majority of students, this should trigger investment by TfL and boroughs - either on a large scale (e.g. in terms of new infrastructure) or a small scale (e.g. permeability improvements to reduce motor traffic flow, contraflow cycling in quiet streets, etc.)

As a side point, I note little in the way of images of ordinary cycling to school by children as opposed to sports cycling or cycle training.

7 Looking at the Casualty Reduction section of the Plan is there anything else that you think that TfL should be doing to reduce the number children killed or seriously injured in London by 40% by 2020?

Yes

Please add any comments:

I would like to see more emphasis on the responsibility of adults in charge of motor vehicles, rather than solely on children keeping themselves safe. My research found reports of poor driver behaviour towards children cycling with or without adults, with some drivers apparently believing that children have no right to cycle on the streets.

Moreover an absolute numbers target can result in numbers looking good because children are too intimidated to walk or cycle; very few girls under 16 are injured cycling - I'd like to think that is because girls are safe cycling in London, but I fear it's because they rarely cycle.

8 Looking at the Community and Personal Safety section of the Plan, is there anything else that TfL should do to reduce the levels of youth crime/youth victimisation levels?

Yes

Please add any comments:

More consideration of the victimisation and harassment of young people as cyclists and pedestrians.

9 Looking at the Skills and Employment section of the Plan, is there anything else that TfL should do to assist young people into work in the Capital?

Not sure

Please add any comments:

10 Looking at the Youth Involvement section of the Plan, is there anything else that TfL should do to engage with young people across London?

Not sure

Please add any comments:

11 Are there any issues which you feel are not adequately addressed in this consultation document? What are they and how do you think TfL should address them/ what additional programmes do you think they should run?

Yes

Please add any comments:

See above. Substantial improvement of the cycling environment is clearly necessary for us to move beyond historic and continuing very low levels of cycling to school.

12 Are there any groups / stakeholders who should be given stronger recognition in this consultation document?

Yes

Please add any comments:

The problematic behaviour of some adults as drivers towards children walking and cycling suggests the need for more engagement with this group, for example, via driving schools where there could be potential to ask organisations to sign up to a Code of Conduct where they will stress the need to protect and respect child cyclists and pedestrians when teaching learner drivers.