



Colchester Cycling Campaign



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Dear Sir or Madam

Thank you for your invitation to respond to the ECC passenger transport summary.

It appears that cyclists will have to continue to mix with buses on the highway and bus passengers on shared-use paths, at least in the short to medium term.

Our response doesn't fit in to the questions posed by your consultation, but we hope that you will give it serious consideration.

1 We would like to see compulsory cycle training courses for all existing and new bus drivers in Essex, regardless of the company they work for. Drivers for London bus companies already go on similar courses, and this has helped them to understand cyclists' behaviour and road positioning, and led to greater patience and co-operation on the road. Such a scheme could also extend to having a bus simulator at cycling events to help cyclists to appreciate the difficulties faced by bus drivers. Such an idea was raised as part of Colchester Cycling Town 2009-11, to be introduced alongside bus priority measures for Colchester P&R (at that time undated but now expected to begin later this month)

2 We would like to see regularly updated figures for county-wide collisions and incidents involving buses and other motor vehicles, cyclists and pedestrians. Buses are responsible for a large number of injuries and deaths in London, and it is important that this data is collected so that remedial measures can be taken if necessary. [See these figures for London in 2013](#). Essex figures could be compared with London on a basis of "bus miles" travelled combined with the number of cyclists in any given town or city.

3 We are most concerned at the prospect of cyclists sharing a path with bus passengers at North Station, Colchester, under a scheme drawn up by ECC and currently being put in place. First Bus is among the objectors to this scheme. While shared use paths can work with low and regular pedestrian flows, this project is likely to have high cycle use and high pedestrian flows, with sharp bursts of higher use during morning peaks. No separate provision is being put in place for northbound cyclists, which will mean that motorists will expect all riders to be on the footway, and not just those heading for North Station. We would urge you to use this scheme to make observations to ECC Highways on the desirability of mixing high numbers of pedestrians and cyclists.

4 We are worried that the Bus and Passenger Transport Strategy Summary makes no mention of air quality and the effect on air quality of buses, especially in emitting diesel soot. A high number of premature deaths in Essex ([5.5 per cent of all deaths in Colchester](#)) are due to poor air quality, the primary cause of which is road transport. While recognising buses' contribution to public transport services, we would welcome an assurance that ECC is committed to minimising pollution through reducing congestion and encouraging cleaner motor technology. We would welcome bus companies contributing to Essex Air monitoring stations at key points on the bus network.

5 Finally we would draw to your attention the "floating bus stop," which works well on paths where pedestrians are segregated from cyclists. [There are examples of such infrastructure in Cambridge and London](#) although similar stops have been used on the Continent for 30 years with a minimal effect on safety. Essex should be aware of these so as to incorporate them into new developments and road improvements rather than the current dangerous provision.

With best wishes

Will Bramhill  
Planning officer