



20th February 2014

Leon Daniels
Managing Director, Surface Transport.
Transport for London
Palestra
197 Blackfriars Road
London SE1 8NJ

“Cyclists stay back” stickers

Dear Mr Daniels,

The organisations that have signed this document have agreed the following statements about stickers aimed at cyclists on the rear of commercial vehicles in London.

(1) The 'cyclists stay back' wording is not acceptable for use on any vehicle, because of its implication that cyclists are second-class road users who should defer to motor vehicle users. It also undermines the responsibility of drivers of such vehicles to use their nearside mirrors as required by the Highway Code in Rules 159,161,163, 169, 179, 180, 182, 184, and 202. Non-use of nearside mirrors is associated with a significant proportion of incidents where cyclists are hit by motor vehicles.

(2) It is not appropriate to have stickers aimed at cyclists on the back of any vehicle smaller than a heavy goods vehicle.

(3) Stickers are appropriate on the rear of high-cab lorries, because of these vehicles' blind areas, and the resultant danger to other road users.

(4) Stickers on lorries should be worded as warnings rather than commands, with appropriate graphics. A suitable graphic is attached as Left-Turning-HGV.jpg. Possible wording is on the attached CyclistsBeware.jpg.

Accordingly, we ask for the following to be done immediately:

- (1) FORS to instruct their members to remove 'cyclists stay back' stickers from all vehicles except high-cab heavy goods vehicles, by the end of March.
- (2) London Buses to instruct operators to remove 'cyclists stay back' stickers from all buses, until such time as a more appropriate design and wording is agreed with cycling organisations, by the end of March.
- (3) TfL to inform all other vehicle operators, such as Hackney carriages (LTDA etc.) that TfL do not want such stickers to be used on their vehicles, by the end of March.
- (4) TfL to develop and produce a more appropriate sticker for heavy goods vehicles, similar to the one attached to this statement, and agree the design and wording with cycling organisations, by the end of May.
- (5) TfL to supply the new sticker to freight operators, with instructions only to use it on high-cab lorries. This should be in widespread use by the end of August, with no 'cyclists stay back' stickers remaining after this date.
- (6) TfL to invest in designing and promoting use of lorries that do not have blind spots around the cab. Stickers are, literally, a sticking-plaster solution. The long-term solution includes designing out the source of the danger by engineering lorries to reduce or eliminate the possibility of cyclists and pedestrians being crushed in collisions with them, engineering the highway to reduce potential conflict, eliminating lorry driver "blind spots", and by training drivers to check their mirrors properly when turning or changing lane.

Yours sincerely,

(signed)

Roger Geffen, CTC

Charlie Lloyd, London Cycling Campaign

Dr. Robert Davis, Chair, Road Danger Reduction Forum

Amy Aeron-Thomas, RoadPeace

David Dansky, TABS (The Association of Bikeability Schemes)

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Left-Turning-HGV.jpg



CyclistsBeware.jpg