

Comments on David Irving's route from Totton to Carnival House, West Quay Road

- 1) Redbridge Flyover – cyclists do not use the flyover; they leave Redbridge Causeway by the slip road, negotiate the roundabout and rejoin Redbridge Road. This route is flat and traffic is travelling more slowly so is preferred by cyclists.
- 2) Alternative routes from the Paynes Road/Millbrook Road junction to Carnival House:
 - i) Millbrook Road East, roundabout between Shirley Road and Central Station Bridge, Central Station Bridge, Southern Road, West Quay Road
 - ii) Millbrook Road East, cycle route to Southampton Central Station, footbridge over the railway line (carrying bicycle or attempting to use an inadequate cycle facility), crossing Western Esplanade to ToysRUs superstore, through the West Quay Retail Park
 - iii) Millbrook Road East, cycle route to Southampton Central Railway Station, Blechynden Terrace, West Park Road, Commercial Road (no right turn into Havelock Road or West Marlands Road), Above Bar, Bargate, cycle path to Harbour Parade

None of the above routes is an acceptable alternative for cyclists. i) is dangerous and involves rejoining a busy dual carriageway (A33); ii) the footbridge over the railway would be avoided by any cyclist carrying luggage, as David Irving was; iii) this route add an extra 2 km to the route, unacceptable for commuting cyclists

Comments on David Irving's cycling:

- 1) The five highly experienced cyclists, including two qualified cycling instructors, present at the first day of the trial agreed that David Irving's cycling position and movements were correct in all respects (based on the available evidence). It is clear that he was a highly competent and experienced cyclist.
- 2) David Irving moved out from a position near the kerb into the middle of Lane 1 and after a short distance returned to the original position (one witness said this was "about 2 feet from the kerb"). This is described by cycling instructors as moving from secondary to primary position and back to secondary position. This recommended when passing a side road or going straight ahead at a junction and would have been used by David Irving to minimise the possibility of a motorist overtaking and then cutting in front of him to take the slip road left to join Paynes Road. *Going ahead at junctions* is described on page 104 of *Cyclecraft* by John Franklin, the guide for National Standards Cycling Instructors.
- 3) A short time later, David Irving is described as having "wobbled". What might appear to a motorist to be a "wobble" is more likely, in the case of a competent cyclist such as David Irving, to be a skilful manoeuvre to avoid an obstacle, pothole or irregularity in the road surface. Any one of these can cause a cyclist to lose control. A "wobble" is also a standard manoeuvre used by cyclists to encourage motorists to leave adequate space when overtaking.