

Cycling has been the source of my greatest joy and pain. For many years I travelled everywhere in London on my bicycle and loved it - the freedom, the ease, and being active and outdoors. In 2022, whilst cycling to work I was hit by a lorry driver, I was seriously injured and my right leg was amputated. This life changing experience made me acutely aware of the cost to individuals and communities if we don't address road safety.

I'm part of a community of cyclists who have sustained life-changing injuries, and the circumstances that led to the collisions we were involved in are depressingly similar; dangerous junctions, HGV's that don't allow good visibility, lack of adequate cycling infrastructure and training around sharing roads with 'vulnerable road users' in London. In addition, there is often a lack of justice for victims in a system that fails to protect cyclists. All issues that the LCC has and continues to campaign for.

In a time where cycling is often used as a political football, I hope to humanise the issue of road safety and remind people that real lives are at stake. No death or injury on London's roads is acceptable or inevitable. Whilst road collisions are unintended, they are the result of choices made by organisations, individuals, and society, and I would campaign to influence those decisions. I have recently worked alongside a London council, advocating for their road danger reduction strategy.

My background is working as a GP in the NHS, and it is my role to promote a healthy environment for the community. Making roads safer is a public health issue. It would encourage people from different backgrounds, ages and abilities to cycle, which would improve health, improve our air quality, reduce emissions, and reduce inequity. More cycling would also make our city a more pleasant and social place to live by reducing congestion and allowing us to move around more easily. If elected as a trustee, I could strengthen the ties between active travel and the health sector, broadening the coalition of allies.

Women, people with disabilities, and racialised people are under-represented both in cycling and the decisions made around it. I have personal experience of the barriers these groups face and would work to address these, provide representation and push to make cycling accessible to everyone no matter their age, gender, race, class or ability. For example, there is often an assumption that people with disabilities do not cycle, however, I am now aware that for some of us cycling can provide better mobility with the correct support. This year I worked with a London council to promote better accessibility to active travel through their 'kerbside strategy'.

Despite my experience I still believe that cycling can be extremely beneficial for us individually and collectively. My own journey getting back into cycling is ongoing and alongside this I hope to campaign for a London in which more people safely experience the joy and wellbeing of cycling.

Thanks for your consideration,

Nedah