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## **Scrutiny Review – Sustainable Transport**

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TUESDAY, 17TH NOVEMBER, 2009 at 19:00 HRS - CIVIC CENTRE, HIGH ROAD, WOOD GREEN, LONDON N22 8LE.

MEMBERS: Councillors Beacham, Mallett (Chair), Santry and Weber

### **AGENDA**

#### **1. APOLOGIES**

#### **2. DECLARATIONS OF INTEREST**

A member with a personal interest in a matter who attends a meeting of the authority at which the matter is considered must disclose to that meeting the existence and nature of that interest at the commencement of that consideration, or when the interest becomes apparent.

A member with a personal interest in a matter also has a prejudicial interest in that matter if the interest is one which a member of the public with knowledge of the relevant facts would reasonably regard as so significant that it is likely to prejudice the member's judgment of the public interest **and** if this interest affects their financial position or the financial position of a person or body as described in paragraph 8 of the Code of Conduct **and/or** if it relates to the determining of any approval, consent, licence, permission or registration in relation to them or any person or body described in paragraph 8 of the Code of Conduct.

#### **3. LATE ITEMS OF URGENT BUSINESS**

The Chair will consider the admission of any late items of urgent business. Late items will be considered under the agenda items where they appear. New items will be dealt with at item 9 below.

**4. MINUTES OF THE LAST MEETING (PAGES 1 - 8)**

To note the minutes of the last meeting and discuss any matters arising.

**5. TRANSPORT FOR LONDON (PAGES 9 - 22)**

The panel will hear evidence from David Rowe, Head of Core Delivery, Smarter Travel, Transport for London.

**6. JOANNE MCCARTNEY (GLA) (PAGES 23 - 66)**

The panel will hear evidence from Joanne McCartney, Greater London Assembly member for Haringey & Enfield, member of the Transport Committee and lead for GLA report: *Stand & Deliver: cycle parking in London*.

**7. SUSTRANS (PAGES 67 - 72)**

The panel will hear evidence from Matt Winfield, Greenways Manager, Sustrans.

**8. GREENEST BOROUGH STRATEGY (PERFORMANCE REPORT) (PAGES 73 - 78)**

To receive a performance report on the Greenest Borough Strategy (as requested by the panel).

**9. LATE ITEMS**

**10. DATE OF NEXT MEETING**

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Monday 9<sup>th</sup> November

**Scrutiny Review Sustainable Transport  
Panel Meeting 27<sup>th</sup> October 2009: Minutes**

**Present:** Cllrs Beacham, Mallett, Santry and Weber

**Also in attendance:** Chris Barker, Martin Bradford, Paul Bumstead, Bryony Clifford, Adam Coffman, Alex Grear, Joan Hancox, Ismail Mohammed, Malcolm Smith and Sue Penny.

**1. Apologies for absence**

1.1 None received.

**2. Declarations of interest**

2.1 It was noted that Cllr Mallett was a member of the London Cycling Campaign and Cllr Beacham worked for Transport for London. Neither member felt that these declared interests would be prejudicial to the review.

**3. Late items of urgent business**

3.1 None received.

**4. Minutes of the last meeting**

Corrections

4.1 In 5.8 it was noted that *Portsmouth City Council* had developed a 20mph speed limit on many city roads (excluding trunk roads) and in many instances, was enforced by signage rather physical barriers (bumps or humps).

4.2 In 5.11 it was noted that the Council is evaluating Stop and Shop scheme in both Crouch End *and Muswell Hill*.

Matters arising

4.3 The panel requested that actions or decisions agreed within the meeting should be clearly distinguished within the minutes.

4.4 The aims and objectives of the review were agreed.

4.5 It was noted that the panel would be visiting Sutton Council on 23<sup>rd</sup> November to learn more about Smarter Travel Sutton.

**5. Sustainable Transport Service**

5.1 At the request of the panel the service presented a briefing on transport congestion, school travel plans and pavement repairs. A summary of the main points from this discussion is provided below.

Congestion

- 5.2 It was noted that projections for congestion on road, tube and rail networks would not significantly improve within the short to medium term. It was noted however, that these projections do not take in to account the recent publication of the Mayors Transport Strategy and the strategies identified in this document to tackle congestion.

#### School Travel Plans

- 5.3 Whilst it was noted that that inner London authorities appear to have greater success in school travel planning, the panel heard that this was in part due to the density of the public transport network in inner London and the wider range of travel choices available.
- 5.4 The panel heard that all schools have an approved travel plan which should be updated on an annual basis. It was noted that 83/99 schools had an updated travel plan. Small grants had facilitated uptake where schools had been able to build bike sheds and covered areas for those walking to school. There was some notable successes in developing school travel plans: Devonshire Hill Primary School achieved a 13% increase in walking.
- 5.5 Although the borough has good coverage of school travel plans, it was expected that the benefits of school travel plan would begin to tail off as individual circumstances / travel behaviour changed (children change school, school leads move on, parents change job etc). In this context, the most pressing challenge was keeping schools motivated and engaged to the travel planning process.

**Agreed:** That the School Travel Team is invited to a future panel meeting to outline the next steps in this programme.

**Agreed:** After consideration of the above, that the panel reflect on how School Travel plans can be refreshed to ensure that travel benefits are maintained and developed.

#### Footways

- 5.6 The panel noted that planned footpath renewal was determined by a number of criteria including condition of footway, proximity to a school or other public amenity, whether it was a popular shopping route and the desire to spread investment across the borough. It was acknowledged that there was some subjectivity in the selection of roads for repair or renewal.
- 5.7 The panel noted that as footway replacement programme was planned 18 months in advance, this raised questions about how urgent repairs were identified and dealt with in the borough. It was noted that the Executive Member has delegated authority to change the planned footway programme (to bring forward repairs or add new locations). It was also noted that there are two separate budgets (planned footway repair and reactive maintenance budget) to cover all short and medium term footway replacements.

5.8 The panel noted that the Council now has a robust system of inspection in place where roads and footpaths are inspected twice annually. This had reduced the Council's insurance premiums by one third.

5.9 The panel were keen to ensure that a process was developed which aimed to consult local residents on priorities for footway repair and replacement. This could be conducted through the local community groups or the network of local residents associations.

**Agreed:** That the panel consider recommendations for the report to identify ways in which local residents are consulted to identify priorities for footway repairs and replacement.

## **6. Greenest Borough Strategy**

6.1 The Panel received a verbal presentation from the Programme Manager for the Greenest Borough Strategy. The presentation highlighted how the strategy was developed, the relevance of sustainable transport within the strategy, the implementation of the strategy and how objectives within the strategy were monitored and assessed. A summary of the key issues discussed is presented below.

6.2 The Greenest Borough Strategy was developed in response to the aspirations of local residents and of the need to develop a coordinated response to the climate change agenda. The strategy was developed through a wide ranging public consultation exercise. It was noted that there were 7 key priorities within the strategy:

- Improving the urban environment
- Protecting the natural environment
- Managing environmental resources efficiently
- Raising awareness and involvement
- Leading by example
- Ensuring sustainable design and construction
- Promoting sustainable travel

6.3 Of particular relevance to the panel was priority 6: the promotion of sustainable travel. To help achieve this priority, the strategy identified four key objectives:

- Reduce car and lorry travel in the borough
- Improve public and community transport
- Encourage more people to walk and cycle
- Reduce the environmental impact of transport

6.4 An important aspect of the strategy was that the Council should be seen to lead by example and there were ways in which it was doing this. It had undertaken an extensive staff travel planning exercise, training had been given to fleet drivers to drive more efficiently and fleet vehicles were being assessed to improve efficiency and environmental impact.

6.5 Project leads are assigned to individual priorities within the strategy. The leads for sustainable transport are the Head of Sustainable Transport (JH)

and the Team Leader for Transportation (MS). The council's partners are encouraged to develop an active role in meeting these priorities.

6.6 A programme board oversees the Greenest Borough Strategy. In addition, a quarterly progress report is submitted to the Better Places Partnership Board which maps activities and performance against agreed targets. An annual report will also be produced from 2010. The panel noted that there a number of tangible measures through which to assess the progress of the strategy i.e. CO2 emissions, uptake of car club etc.

6.7 The panel were keen to understand further about the performance monitoring process for the strategy; in particular 1) what interventions/ actions were delivering against the four sustainable transport objectives within the strategy and 2) how well these actions were delivering against the priorities. It was suggested that the panel should receive the latest quarterly monitoring from the Greenest Borough Strategy to update on strategy progression.

**Agreed:** Greenest Borough Strategy performance report to be circulated to the panel (papers for the next meeting).

6.8 The panel noted that considerable amount of effort had been undertaken to assess the effectiveness of the work within the Greenest Borough Strategy. A gap analysis had been undertaken to ensure that there were sufficient actions to deliver on key objectives and a prioritisation process had been undertaken to ensure that what actions were being undertaken were those which had most impact. These were identified as: School Travel Plans, Community and Local Transport & Car Clubs.

6.9 The panel were keen to hear further about how the council was leading by example. Here it was recorded that there was a successful staff travel plan in place (which had reduced people travelling to work by car by 5%) and that fleet vehicles were being assessed for the level of corporate emissions. Like other Local Authorities, the Council is assessing how emissions of its contractors are recorded and monitored. It was also noted that travel information is contained in recruitment packs.

6.10 The panel were keen to understand what local partners and local businesses were doing to promote sustainable transport and what support the Council provides in this process. It was noted that the Council shared a Workplace Travel Advisor with another five boroughs (an arrangement which could be improved) to support sustainable travel. For larger businesses (250+) these could contact Transport for London directly who would be able to provide support inn developing sustainable travel plans.

**Agreed:** The panel conduct further work to assess what partners are doing to promote sustainable travel.

6.11 Members were also keen to know how well Street Car was performing locally (the local car hire scheme). It was reported that there had been a good uptake of scheme Membership and that the average usage of cars within the

scheme was 15 hours per day. The panel heard that up to 6 people may give up their cars for every street car deployed.

- 6.11 23 bays were planned across the borough but 8 had not been taken up because of local objections. There is a target of developing 80 local bays which are evenly spread throughout the borough where residents are no more than 5 minutes distant. There is guaranteed funding to develop bays further through to and including 2010/2011.
- 6.12 The panel discussed where bays for Street Car should be located and how to avoid areas where there was already parking stress. The panel felt that bays should also go in areas where public transport was relatively poor given that cars are aspirational goods and this may widen peoples travel choices.

## **7. Core Strategy**

- 7.1 Representatives from Transport Policy and Planning Policy presented information on the Core Strategy and responded to questions from the panel. Highlights of these discussions are presented below.
- 7.2 The planning principles laid out within the Core Strategy (2011-2026) are aligned to the Sustainable Community Strategy and provide the overarching planning guide for development and land use within Haringey. The Core Strategy details 12 policy proposals which describe how the borough will manage issues of housing, climate change, transport, employment, leisure, retail, open space, and design up until 2026. Public consultation on this document was completed in June 2009.
- 7.3 In relation to transport the proposed planning policy guidelines indicates that these should support economic regeneration, improve security, reduce car dependency, combat climate change and improve environmental quality. To do this the Council will:
- Promote public transport, cycling and walking
  - Integrate transport planning and land use planning to reduce the need to travel
  - Promote improvements to public transport interchanges
  - Locate trip generating developments (i.e. supermarkets) in locations with good public transport
  - Support measure to influence behavioral change.
- 7.4 The panel sought clarification of the council's position on car free developments. It was noted that the Council is supportive of car free developments and also specify maximum car parking spaces for other new developments.
- 7.5 The Panel also wished to clarify aims of the Core Strategy to minimize the need to travel. It was explained that this was not an attempt to restrict peoples aspirations to travel as it was recognised that people acquire many health and social benefits from mobility. It was hoped that new developments would minimize the need to travel through creating sustainable communities

where a range of socio-economic opportunities were easily accessible (leisure, shopping, transport nodes etc).

- 7.6 Following on from this the panel were keen to understand how the council could promote sustainable town centers? The panel were concerned that some of the town centers were under pressure from the rising cost of rentals which was a deterrent to smaller businesses. High rentals may lead to a loss of diversity in the nature of shops and businesses in local town centers as only chains or high turnover businesses (pubs and restaurants) may be able to afford such rentals.
- 7.7 It was reported that the usage class of a property (retail A1) could not change without permission, so properties would essentially stay as retail outlets. What was proving more difficult however was to preserve the individual nature of local town centers, because an A1 designation would not prohibit some chain stores/ outlets from taking over leases.
- 7.8 The panel noted that an audit was undertaken (prior to the recession) of all local metropolitan (Wood Green) and district shopping centers (Muswell Hill, Crouch End & Seven Sisters and Tottenham). This audit identified that district centers were doing quite well, though Wood Green was under threat and needed to operate more effectively. The biggest problem was identified to be the number of vacant shops and the need to diversify appeal to a broader range of leisure and entertainment opportunities.
- 7.9 The panel believed that creating diverse sustainable communities with a range of opportunities for local residents was important in promoting sustainable transport as this reduced the need to travel further a field (and the use of cars). It was noted that this was a very complex issue which involved many other factors apart from planning policy such as the use of the internet for shopping and the availability of parking (for cars and bikes).
- 7.10 The panel also sought to ascertain how walking and cycling routes were planned for new developments, such as Haringey Heartlands. It was reported a comprehensive planning exercise is involved which looks to assess a wide range of evidence to determine what may be needed in terms of transport infrastructure. The planning exercise looks at the population projections, the likely transport demands of residents and how routes can be connected to other transport hubs.
- 7.11 The panel also sought to clarify who was consulted in the planning and development of the boroughs cycle lanes. It was noted that Haringey Cycling Campaign are consulted in the development of the cycle network. It was also reported that there is a planned cycle network for the borough (London Cycle Network+) which the borough is gradually implementing (section by section). The aim being to fill in the gaps in the network over time for the eventual completion of the whole network. This can often give the appearance that the network is disjointed.



- 7.12 It was noted that Section 106 money<sup>1</sup> may be used to develop local infrastructure such as cycle routes and other environmental improvements. The panel was informed however that there was a lot of competition for S106 monies, where it was noted that environmental projects are not always accorded sufficient priority against other competing projects.

## **8.0 Place Survey**

- 8.1 The panel noted the briefing on the methodology used for the Place Survey. In addition to charts of the comparative performance of all London boroughs in the survey (for pollution, traffic congestion, public transport) was presented to the panel.

## **9.0 Member Cycle Champion**

- 9.1 The Panel noted the briefing from Cycling England concerning the appointment of a Member Champion for Cycling. The panel thought that this was good initiative and should be included within the recommendations of the final report.

**Agreed:** That the appointment of a Member Champion for Cycling should be included within the recommendations for the review.

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<sup>1</sup> The council can enter into a Section 106 agreement with a developer to provide contributions to offset any negative impacts caused by development (e.g. the provision of affordable homes, new open space, funding of school places or employment training schemes. The developer will either implement these or make payments to the council for them to be carried out. All Section 106 agreements must be relevant to the development they relate to.

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# Haringey Scrutiny Review of Sustainable Travel

David Rowe  
Head of Core Programmes  
TfL Smarter Travel Unit  
**Tuesday 17 November 2009**



*What is my objective? It is very simple. It is to help get Londoners from a to b as quickly, as safely, as conveniently and as cheaply as possible.*



# How is TfL responding to the Mayoral priorities

Examples include: mixed use developments, locating high trip generating developments in areas of good accessibility and supporting stronger outer London town centres

Changed land use

Demand Management

Core programmes supports the area of managing demand for travel in all of it work programmes

Providing Further Capacity

Examples include: Crossrail, London Overground, East London Line extension and the PPP Line Upgrades



# Why Smarter Travel? Voluntary behaviour change in London

## The imperative - Way to Go!

*“Our job is not to punish the motorist...It is to help people to recognise that there are cleaner, greener, cheaper and more efficient alternatives”*

*“If it is quicker to walk, or to cycle or if there is an excellent bus round the corner, you need to know”*



## The approach - Social marketing

Borrowing approaches from health promotion and other sectors.  
Cost effective  
Politically acceptable.

Brought together with **the management of the transport network and/ or delivery of new infrastructure** to improve VfM and effectiveness

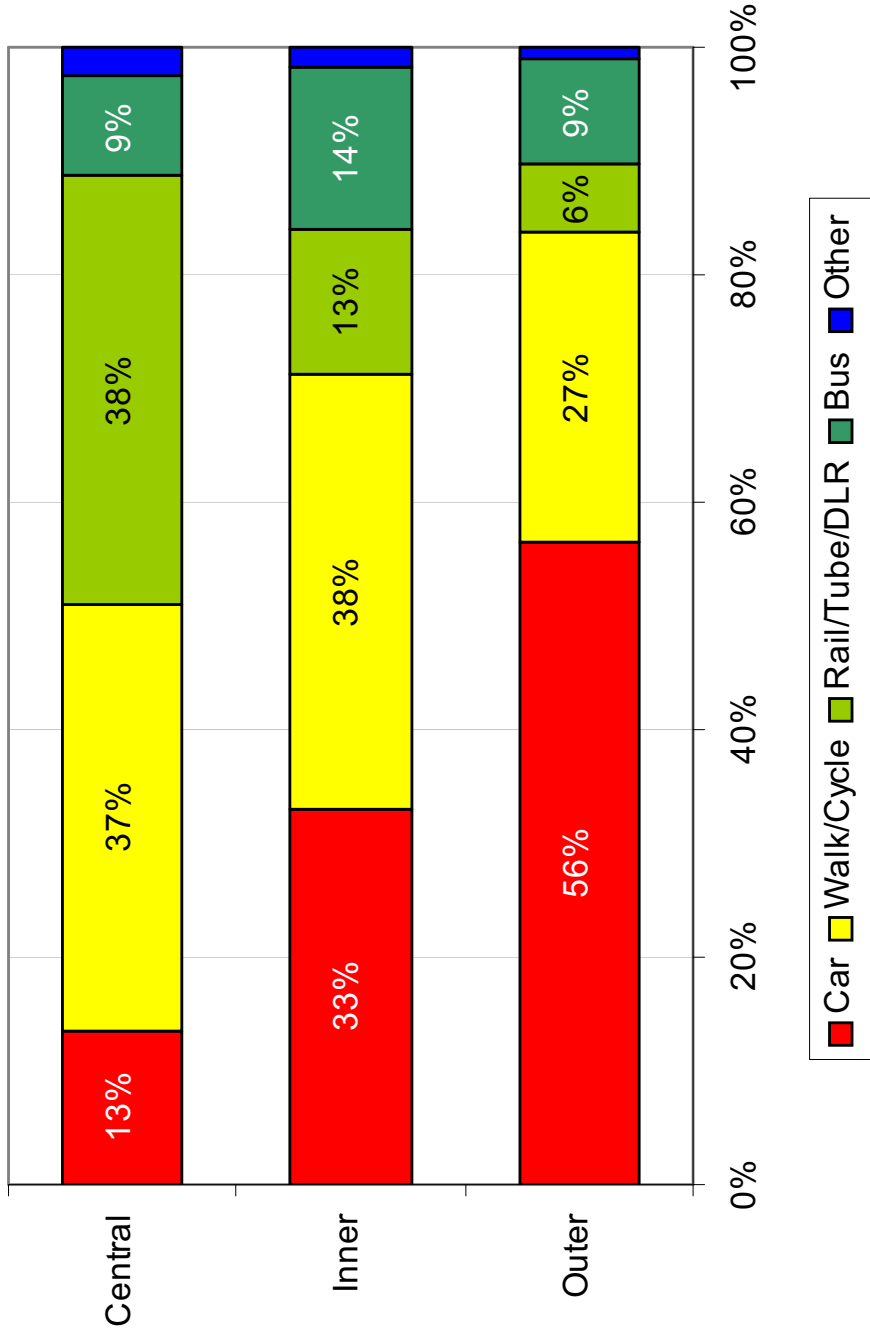


# Smarter Travel – overview

Who do we work with?	What are we trying to achieve?	How do we measure it?
<ul style="list-style-type: none"> <li>–Boroughs</li> <li>–GLA/LDA/ODA/NHS/ DfT</li> <li>–Internal partners</li> <li>–Businesses</li> <li>–Schools/Universities</li> <li>–Developers</li> <li>–Local communities</li> </ul>	<ul style="list-style-type: none"> <li>• Reducing the need to travel (particularly during the peaks) to alleviate congested times and places on the transport network</li> <li>• Shift from car to PT, walk and cycle</li> <li>• Shift from PT to walk and cycle</li> <li>• Adoption of more sustainable patterns of car ownership and use</li> </ul>	<ol style="list-style-type: none"> <li>1. Trip numbers</li> <li>2. Mode choice/shift</li> <li>3. Times of travel</li> <li>4. Car ownership</li> <li>5. CO<sub>2</sub></li> </ol> <p>* <i>i-TRACE and TRAVL surveys used as primary means of measuring impacts</i></p>



# Inner / Outer London – travel context



Note: Based on trip destination data





# Workplace Travel Planning

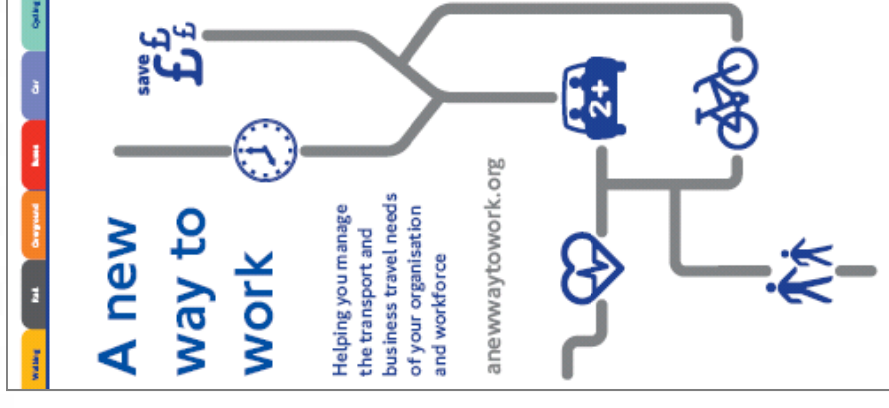


## **Main purpose**

- Providing London businesses with support and advice on reducing travel impacts
- Assistance to develop business management strategies to improve and facilitate travel options across an organisation
- Focus on commute and business travel (plus visitors, deliveries, freight etc as needed)
- Aligns with organisational corporate and carbon reduction objectives
- Compliments MTS active travel, accessibility and air quality objectives

## **Key outcomes**

- Fostering long-term relationships with private sector businesses
- Growing client base (over 700 organisations) with specific emphasis on those most able to deliver significant modal shift (average reduction in single occupancy car use of 12%)
- Development of on-line based support tools
- Development of iTRACE and PAS500 to ensure transparency of data, and to develop nationally recognised accreditation and monitoring



# School Travel Planning

## **Main purpose**

To ensure that 100% of schools within London have a travel plan in place which could thereby enable improved travel choices amongst pupils and teachers leading to a reduction in the reliance upon the private car

## **Key outputs**

- All schools to have an approved travel plan in place by the end of 2009
- 600 schools to be accredited in the STAR accreditation scheme in 2009
- Delivery of specific supporting events and educational materials

## **Key outcomes**

- A continued reduction in single occupancy car trips to school, in line with the current 6.2% average reduction (1800 schools before and after hands up surveys)
- 7 boroughs reporting on 100% School Travel Plans

## **Environmental impacts**

- Reduced congestion, reduced levels of CO2 and improved health and environmental awareness of young people





## Car clubs offer pay-as-you-go access to vehicles reducing the need for private vehicle ownership

### **Current position**

- 1,600 vehicles across 23 boroughs (c.90% of all UK car club fleet)
- 89,000 members in London (growth currently at c.100% pa )
- Trials of new initiatives (e.g. electric vehicles, social inclusion trials, etc)

### **Key outcomes**

- Reduction in number of car kms travelled
- Reduction in levels of car ownership amongst new members

**Q. What is a car club?**

**A. A way of saving up to £3,500**

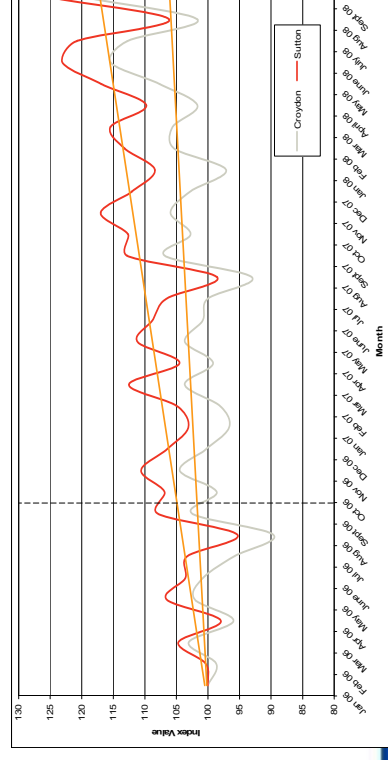
To find out how you could save money by using a car only when you need it visit [carclubs.org.uk](http://carclubs.org.uk)

MINDS OF LONDON Car Clubs Transport for London



# Smarter Travel Sutton

- **Objective:** pilot programme to reduce resident car trips by 5%. Final evaluation Sept 2010. All schools and all major employers to have a travel plan and travel advice offered to every household.
- **Key activities:** travel planning in schools and workplaces, travel incentives and information, targeted campaigns, high profile events, car clubs, cycle parking, cyclist training promotion and piloting of new innovations in behaviour change (Active Steps).
- **Outputs:** first London borough with 100% school travel plan coverage, 16K employees covered by travel plans, Worlds largest travel advice project offered to all 80K households, events reaching c. 25K residents every summer. Integrated smarter travel delivery with LIP, which was instrumental in development of new LIP funding and creation of IPD.

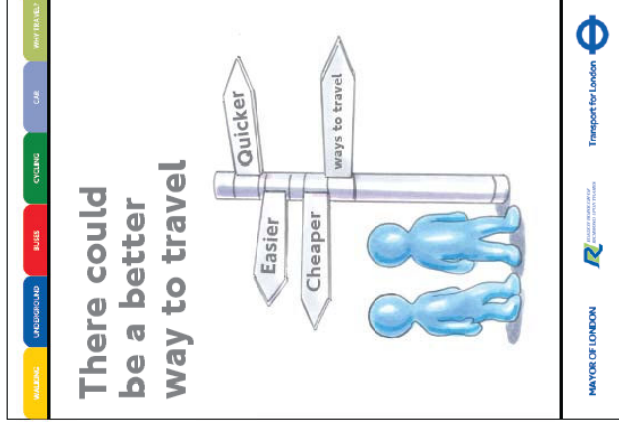


- **Outcomes:** 85% increase in cycling above outer London trend, 2% reduction in resident car mode share, 13% increase in bus usage, 17% reduction in cycle theft. Legacy benefits.



# Smarter Travel Richmond

- **Objective:** 3 year programme to enable choice between all modes and increase the share of journeys by PT, cycling and walking by 5%.
- **Key activities:** travel planning in every school and major workplaces, destination travel planning, piloting TfL New Media new web based travel information tool, Legible London walking campaigns, targeted direct marketing, travel incentives and information, roadshow, car clubs, cycle parking, new cyclist training service and local cycle try before you buy scheme.
- **Outputs:** launched March 2009, 200 new cycle parking stands, 70 new car club bays, all schools engaged in travel planning, 19K employees covered by travel plans under development and road show reaching 50K residents with travel information in 2009.
- **Outcomes:** First evaluation in September 2009, results in Dec 09. 1,800 new car club members since launch.



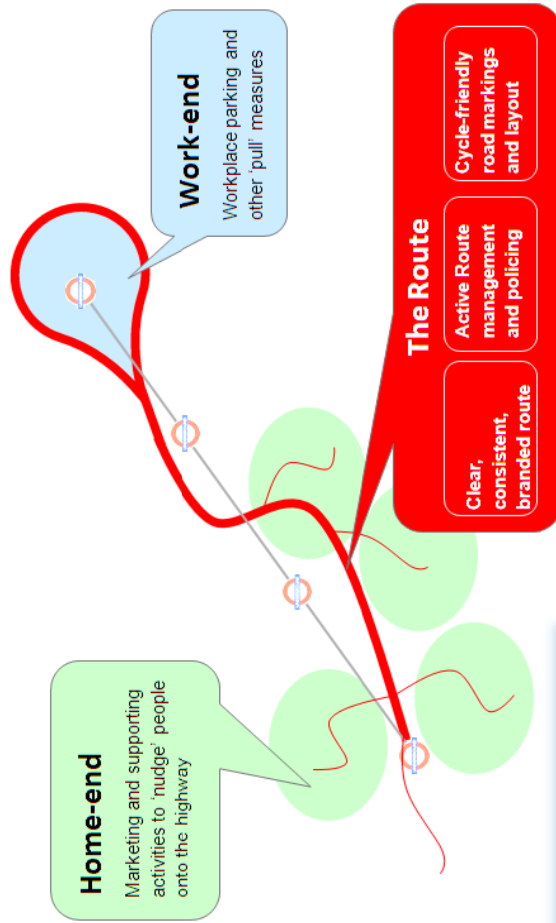
# Smarter Travel – Other applications....

1. Wimbledon Schools Project
  - Reduce congestion at bus stops
  - ‘The Space’ concept
  - A new walking incentive scheme
  - 45% of participants stating modal shift to walking
  - Reduced crowding in the town centre and on buses
  - Reduced bus dwell times
2. Princess Royal University Hospital
  - Remove need to re-route buses
  - Innovative way of delivering travel awareness to hospital patients, visitors and staff
  - 28% recognition of the campaign
  - 9% switch to bus travel as a result



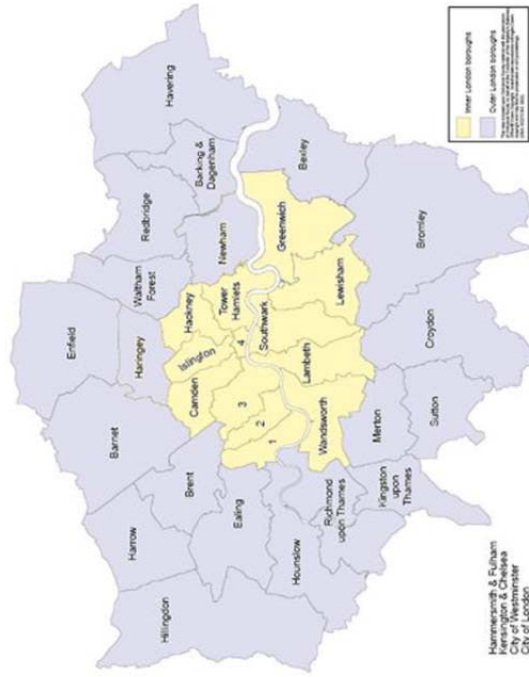
# Opportunities...

## Creating a Cycling Revolution: Biking Boroughs & Cycle Superhighways – linking infrastructure with smarter travel measures

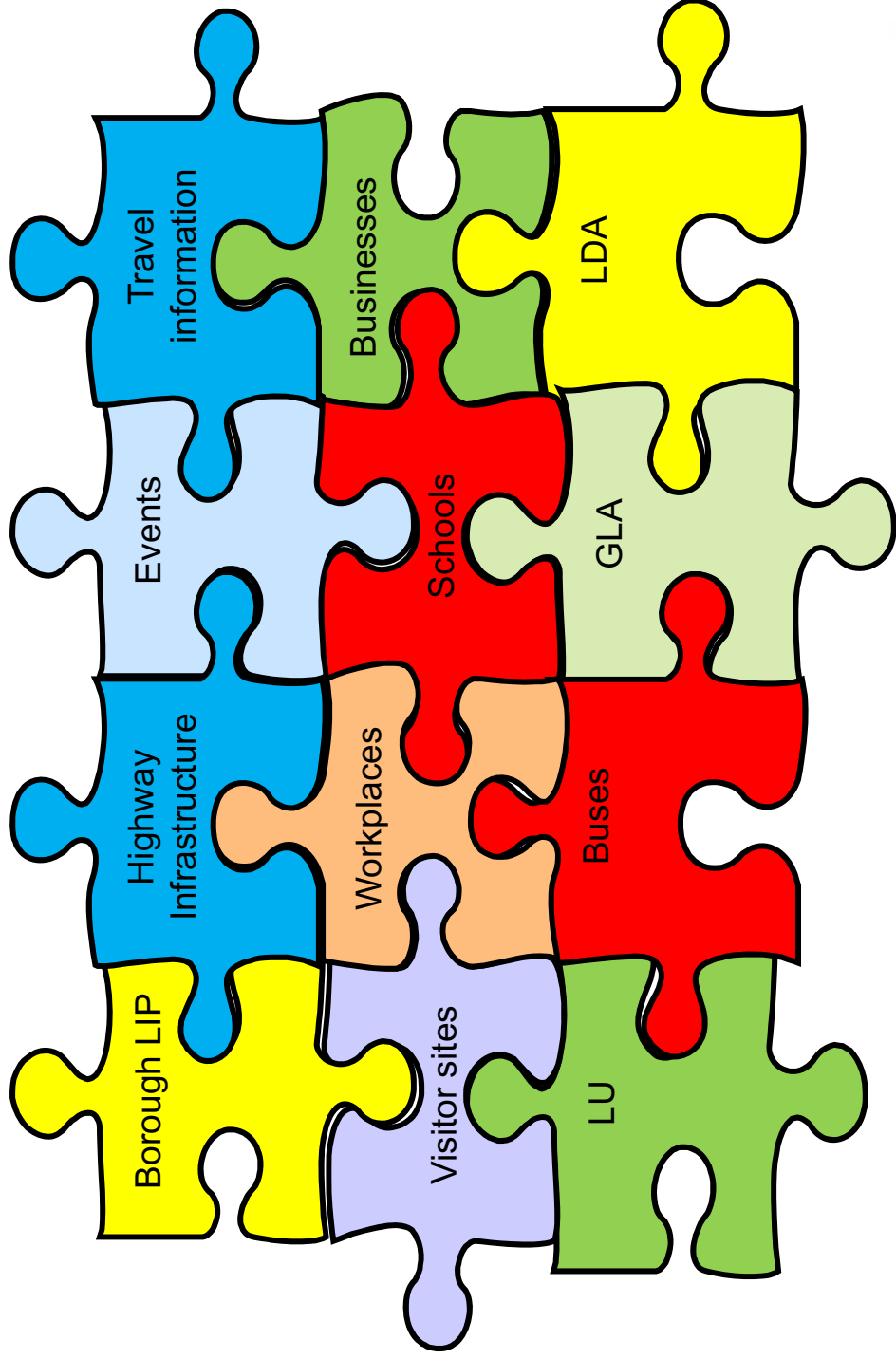


- Cycle Training
- Cycle Parking
- Dr Bike
- Workplace Cycling Facilities
- Travel Awareness Information
- Partnership Marketing Offers

- Advertising Campaign
- Celebrity Led Rides
- Face to Face Activity at PT locations
- Cycle Challenge



# TfL and the boroughs - Integrating delivery and the LIP reforms





**Stand and Deliver**  
Cycle parking in London

June 2009





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Victoria Borwick	Conservative
James Cleverly	Conservative
Jenny Jones	Green
Joanne McCartney	Labour
Steve O'Connell	Conservative
Richard Tracey	Conservative

The Transport Committee agreed the following terms of reference for this review on 20 January 2009:

- To establish how good quality cycle parking provision in London can be further increased through the planning system and other policy interventions.
- To identify what the potential roles are of the Mayor, Transport for London, London boroughs and others in increasing the provision of good quality cycle parking.
- To identify what lessons can be learned from recent new developments in London and how high quality cycle parking provision in proposed developments in the capital can be maximised.

The Committee would welcome feedback on this report. Please contact Tim Steer on 0207 983 4250 or [tim.steer@london.gov.uk](mailto:tim.steer@london.gov.uk). For press enquiries please contact Dana Gavin on 0207 983 4603 or [dana.gavin@london.gov.uk](mailto:dana.gavin@london.gov.uk).

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## Foreword

Do you want to cycle in London but can't even get a bike because you have nowhere to keep it at home? Are you afraid that your bike will be stolen while you pop to the shops or go to work? Or perhaps you've just given up because there is nowhere secure to lock your bike at your destination?

These are all issues that have been raised and examined during our investigation into cycle parking in London. We believe our recommendations will provide the foundation for a comprehensive and targeted response to the need for more and better cycle parking provision in our City.



It is clear that secure cycle parking in the right locations is essential if we are to encourage more Londoners to get on their bike. And we do want to encourage more people to cycle – after all it's a relatively cheap, environmentally friendly and healthy way to travel.

Thanks must go to the many Londoners who responded to our survey, the various cycling groups and other organisations who gave evidence and took us on site visits across London.

**Joanne McCartney AM**  
**Transport Committee**

# 1 Introduction

## Context

Although Transport for London (TfL) has installed over 53,000 new cycle parking spaces across London since 2000, the number of trips by bike has almost doubled over the same period and there are now over half a million trips made by bike every day.<sup>1</sup> The Mayor of London has an aspiration that there should be more than double the current level of cycling trips by 2025.<sup>2</sup> The London Cycling Campaign estimates that an additional 100,000 cycle parking spaces will be required to meet demand.<sup>3</sup>

In his manifesto, the Mayor committed to making £2 million available to fund an increase in secure cycle parking – enough to pay for the installation of 13,000 additional Sheffield stands.<sup>4</sup> These would provide secure parking for 26,000 bicycles (2 per stand) and would be in addition to the 40,000 spaces committed to by the previous Mayor in February 2008.<sup>5</sup>

Despite recent increases in provision, recent research for TfL showed that the availability of cycle parking and the security of parked bikes remain the two biggest cycling-related concerns.<sup>6</sup> Figures from the Metropolitan Police Service show that the number of bike thefts reported in 2008/09 was over 18,000.<sup>7</sup> However, research indicates that only around one in four bike thefts is reported to the Police, which would suggest that there are over 70,000 bikes stolen every year in London.<sup>8</sup> 71 per cent of respondents to the Committee’s survey rated the security of cycle parking facilities in London as poor and only 2 per cent considered cycle parking security to be good.

In terms of provision, the perception of those responding to our survey varied by the type of location. At places of work and education, for example, a slight majority of respondents considered that there were sufficient cycle parking spaces. However, over three quarters said there was not enough cycle parking serving high street shops and nearly 70 per cent cited Tube stations as having inadequate facilities. Over half believed the amount of cycle parking provided at new developments was insufficient.

“Security is my main concern – supervision would be great but is unrealistic. Cycle lockers would be ideal.”

“The butterfly ones should be banned as they are useless.”

<sup>1</sup> TfL, *Travel in London*, April 2009, Table 2.1

<sup>2</sup> TfL, *Business Plan 2009/10–2017/18*, November 2008, p. 50

<sup>3</sup> Evening Standard, *100,000 new bike spaces needed to cope with cycle boom*, 11 August 2008

<sup>4</sup> Boris Johnson, *Getting Londoners Moving* (transport manifesto), March 2008, p. 33

<sup>5</sup> Mayor of London (previous), press release 085, *Mayor unveils programme to transform cycling and walking in London*, 11 February 2008

<sup>6</sup> Steer Davies Gleave (for TfL), *Cycling in London*, May 2008, p. 32

<sup>7</sup> Mayor’s Question 986/2009

<sup>8</sup> Bikeoff, stakeholder meeting, 25 March 2009, transcript p. 3

## The investigation

The aims of this investigation, led by Joanne McCartney AM, were to make practical recommendations to help ensure proposed increases to cycle parking in London are of good quality and in the right locations, and establish how good quality cycle parking provision can be further increased.

As part of the investigation over 450 people have responded to a survey by the Committee (the quotes in the margins of this report are taken from responses to our survey), 10 organisations attended a stakeholder meeting, Members and officers visited several locations with innovative cycle parking facilities, and around 25 written responses have been received from boroughs and other organisations.

## Cycle parking standards and guidance



Sign to the newly opened secure cycle parking facility at London Bridge

The recent London Plan consultation document indicates the Mayor's intention to bring forward standards for cycle parking provision at new developments as part of his to the London Plan – due to be completed by 2011.<sup>9</sup> In this report, we support new cycle parking standards – although we believe they could be introduced sooner – and call for TfL to extend their scope to cover the design of cycle parking and develop wider guidance setting out advice for boroughs, employers, train operating companies and others to ensure cycle parking is secure and convenient.

During our investigation, TfL confirmed that it believed recent work – by the Bikeoff group at the Design Against Crime Research Centre, among others – has resulted in a general consensus around cycle parking design that could allow more prescriptive standards to be developed.

<sup>9</sup> Mayor of London, *A new plan for London: Proposals for the Mayor's London Plan*, April 2009, p. 64



## 2 A strategy for cycle parking

In his manifesto, the Mayor committed to making £2 million available to fund an increase in secure cycle parking – enough to pay for the provision of 26,000 new spaces. This was in addition to the 40,000 spaces committed to by the previous Mayor in February 2008. TfL told the Committee that these additional spaces would be provided through all of TfL’s channels for funding cycle parking – on borough streets through the Local Implementation Plan programme, on the TfL road network, at stations, at schools through school travel plans, at businesses through the *Take a stand* scheme. Interestingly, TfL indicated that it intends to include private spaces installed by developers when it assesses progress towards the 66,000 target, although it was concerned that provision by developments might not be adequately recorded.<sup>10</sup>

TfL raised a further concern that £2 million would not be enough to deliver 13,000 additional stands, partly because the cost of installation varies significantly between boroughs.<sup>11</sup>

**The Mayor has committed to funding an additional 26,000 cycle parking spaces on top of the 40,000 committed to by the previous Mayor. Aside from private facilities installed by developers, TfL is the principal provider of funding for new cycle parking. However, third parties will mostly deliver it through a variety of TfL schemes. As a result, there is no clear strategic view of where there is greatest demand for new cycle parking or strategic allocation of resources to meet that demand.**

“You never know where to look for cycle stands. Where there is provision it is frequently insufficient in a dark and dirty corner or a couple of stands hidden away a long way off.”

### A strategy for cycle parking

#### Recommendation to TfL:

**1. Produce a cycle parking strategy identifying where there is most need for new cycle parking. Include an update on progress in delivering the additional 66,000 spaces to which the Mayor has committed.**

***A draft strategy should be published by the end of 2009 for consultation with cyclists and potential cyclists.***

The following recommendations highlight areas of particular concern and should be addressed by TfL as it develops a cycle parking strategy.

<sup>10</sup> TfL, stakeholder holder meeting, transcript pp. 27 & 28

<sup>11</sup> The average cost excluding the stand itself is £387 but it costs £1,000 at one borough (TfL, stakeholder holder meeting, transcript p. 28). With £2 million available, 13,000 stands would need to cost no more than £154 to buy and install.

## 3 On-street cycle parking

### Borough cycle parking programmes

London boroughs have generally received £20-30,000 each year from TfL to be spent on improving cycle parking on borough-controlled streets. However, many respondents to the Committee's survey considered there to be insufficient cycle parking at high street shops (77 per cent), cafes, pubs and restaurants (69 per cent), and cinemas and theatres (64 per cent).

Many of the boroughs responding to this investigation described fairly informal approaches to determining the location of new on-street cycle parking, primarily based on requests by residents or local businesses.<sup>12</sup>

### Example of good practice

Wandsworth Cycling Campaign suggested a ward-level audit of public cycle parking provision would provide a useful baseline from which progress in improving provision could be measured. The following is an audit of Furzedown Ward in 2008:

Only five locations in the largely residential Furzedown ward have secure cycle parking stands, with a total of 20 Sheffield stands between them.

None of the churches have cycle parking stands. Only one of the three doctors' surgeries has cycle parking stands, and these are not a secure type. The parades on the east side of Mitcham Lane and Eardsley Road parade have no cycle parking stands, nor does the post office parade on Southcroft Road.

There are no cycle parking stands, or provision of any kind, outside residential properties.<sup>13</sup>

A number of respondents identified the importance of maintaining cycle parking facilities and highlighted abandoned bikes as a significant factor in the availability of cycle parking.<sup>14</sup>

**Although on-street cycle parking provision has been increased, it is still considered insufficient at many locations. Simple audits by ward of existing provision would indicate where stands are lacking in relation to local shops and amenities and would be useful to inform decisions on where to install new**

<sup>12</sup> See, for example, written submissions from the London Boroughs of Hounslow, Hammersmith and Fulham and Lewisham. Some boroughs use a more systematic approach, for example, the London Borough of Ealing has installed one stand for every six shop fronts and has an aspiration to increase that to one every three.

<sup>13</sup> Wandsworth cycling campaign, written submission

<sup>14</sup> See, for example, the written submission from Kinston Cycling Campaign

“High streets are a big problem for lack of cycle parking. Green Lanes in Haringey, Camden High Street, etc all have sparse or no parking.”

“The quality of public cycle parking spaces is severely eroded if bicycles are left (dumped?) there for long periods.”

**facilities. As well as providing a basis for spending decisions, ward audits would enable monitoring of progress towards improved on-street provision.**

### Constraints

Most boroughs responding described space as the main constraint on the installation of on-street cycle parking stands. Many are either considering, trialling or actively pursuing the replacement of on-street car parking spaces with cycle parking.<sup>15</sup> One former car parking space can typically accommodate eight parked bikes if stands are installed.<sup>16</sup>

The Committee heard that the removal of car parking spaces is often a contentious issue for local authorities, and that consultation is time consuming and costly.<sup>17</sup> We also heard that because “on-carriageway” cycle parking is a new approach borough traffic engineers would benefit from guidance about how to maximise cyclists’ safety.<sup>18</sup>



On-carriageway cycle parking in Hackney

One borough also raised the issue of its ability to provide cycle parking on TfL controlled streets (the red routes). It said that the “bureaucracy” involved in getting permission from TfL to undertake works sometimes made installation by boroughs on the red routes impossible.<sup>19</sup>

**Space constraints at on-street locations mean that a number of boroughs are opting for (or actively considering) the replacement of car parking spaces with cycle parking stands. However, there are a number of barriers to this approach: political considerations, the cost of consultation, safety concerns.**

“Often the parking is not close to the shop, office, supermarket or hospital. My feeling is that to encourage people to be cyclists, they should be offered prime position (after disabled parking) as good practice.”

<sup>15</sup> See, for example, written submissions from the London Borough of Islington and the Royal Borough of Kensington and Chelsea.

<sup>16</sup> Bikeoff, stakeholder holder meeting, transcript p. 14

<sup>17</sup> For example, see written submissions from the London Boroughs of Camden and Ealing

<sup>18</sup> London Borough of Camden, stakeholder holder meeting, transcript p. 12

<sup>19</sup> London Borough of Islington, written submission

### The cycle hire scheme

The Mayor is planning to introduce a cycle hire scheme similar to that in Paris ('Velib'). By May 2010, the aim is to introduce between 6,000 and 10,000 bikes into central London, with the possibility of extending the scheme to other areas at a later date.<sup>20</sup> A feasibility study by TfL recommends a minimum of 10,200 "docking points" (cycle stands) at 300-400 "docking stations" (groups of cycle stands) for 6,000 hire bikes; it recommends a minimum density of 8 stations per square kilometre. The feasibility study notes that land availability is one of the main issues facing the successful implementation of the scheme.<sup>21</sup>

"Cycle parking at public locations has always been poor, because it is normally an afterthought and not been implemented into the formal design process."

Assurances have been given that existing cycle parking provision will not be negatively affected by the installation of docking stations for the cycle hire scheme.<sup>22</sup> However, in many cases, TfL's plan is to replace existing on-street car parking spaces with docking stations. A representative from the London Borough of Camden explained that this could make it more difficult to replace car parking bays with general cycle parking. The Royal Borough of Kensington and Chelsea told us it expects 130 car parking spaces to be requisitioned for the cycle hire scheme, and around half of the fourteen docking stations anticipated in Hackney will replace car parking.<sup>23</sup> TfL confirmed that locating docking stations would be difficult, particularly in Westminster where space is most in demand.<sup>24</sup>

**The introduction of the Mayor's cycle hire scheme will see docking stations located every 300 metres in central London. As well as space on existing footways, some docking station locations will require footways to be widened, which could result in car parking spaces being removed. Whether on existing footways or where footways will need to be widened into the carriageway, the installation of docking stations for the cycle hire scheme represents a potential conflict for central London boroughs in the creation of additional general cycle parking.**

<sup>20</sup> Mayor of London, *Way to Go!*, November 2008, p. 24

<sup>21</sup> TfL, *Feasibility study for a central London cycle hire scheme*, November 2008, paras 8 & 19

<sup>22</sup> For example, at an informal meeting between Joanne McCartney AM and GLA transport officers.

<sup>23</sup> Royal Borough of Kensington and Chelsea and London Borough of Hackney, written submissions

<sup>24</sup> TfL, stakeholder holder meeting, transcript p.28

Recognising an “acute shortage of cycle parking spaces” in certain parts of central London, TfL’s cycle hire scheme feasibility study said:

This is likely to be more cost effective than installing them under separate programmes. There are also additional benefits in terms of security. This is of course subject to available space, which is in acute shortage in part of central London. It should be noted, however, that in many central London locations the provision of docking stations will make it more difficult to find space for on street cycle parking.<sup>25</sup>

**There could be an opportunity for boroughs to install additional general cycle parking alongside the new docking stations. However, there is concern that the cycle hire scheme could in fact have negative implications for general cycle parking. If docking stations are appropriately designed, and the installation of docking stations is used as an opportunity by boroughs to install new stands, levels general on-street cycle parking could be increased alongside the cycle hire scheme docking stations, meeting the Mayor’s objectives in both areas – but this needs positive action from both TfL and the London boroughs.<sup>26</sup>**

### Street clutter

The Mayor has encouraged the reduction of street clutter – “the baffling posts that have sprouted in the pavements for reasons that no one can quite remember [...] railings, many of them installed to prevent illegal parking, in the days before traffic wardens became so punishingly effective”.<sup>27</sup> Responses to the Committee’s survey confirmed, however, that cyclists have long used street furniture as informal cycle parking so the removal of railings and signposts reduces the amount of on-street cycle parking available. Cllr Taylor from the London Borough of Hackney considered that local authorities had once put in railings for a particular purpose and were now removing them without considering the ways in which citizens were using them – for cycling parking.<sup>28</sup> A TfL scheme at Walworth Road in Southwark to remove railings where 60 new cycle stands were installed has been cited as good practice.<sup>29</sup>

“The growing reluctance to allow railings to be used has created a real shortage of adequate places to chain up bikes in the West End of London as a whole and is a serious nuisance.”

<sup>25</sup> TfL, *Feasibility study for a central London cycle hire scheme*, Nov 2008, p. 67

<sup>26</sup> Please see the Mayor’s response to Mayor’s Question Time question 1669/2009 for a description of TfL’s plan to increase general cycle parking alongside the introduction of the cycle hire scheme.

<sup>27</sup> Mayor of London, *Way to Go!*, November 2008, p. 23

<sup>28</sup> London Borough of Hackney, stakeholder meeting, transcript p.12

<sup>29</sup> Southwark Cyclists, stakeholder meeting, transcript p. 13

“Cycle parking at public locations has always been poor, because it is normally an afterthought and not been implemented into the formal design process.

In written responses, a number of boroughs described trials of innovative devices to turn street furniture into additional cycle parking – hoops to attach to signposts and bollards to lock bikes to.<sup>30</sup> But concern was raised that guidance for the appropriate installation of these new devices was not available – for example, in relation to the minimum safe distance from the carriageway.

**TfL and the boroughs are removing railings and signposts to reduce street clutter. Cyclists find that this reduces options for on-street cycle parking. Ward level audits including locations where bikes are parked informally would help identify where the removal of street furniture would reduce cycle parking options. Installing formal cycle stands nearby would ensure opportunities to lock up bikes were not reduced by a drive to reduce street clutter. Schemes which radically redesign streets, such as at Exhibition Road (to which TfL has contributed £13.3 million), should provide an opportunity for cycle parking facilities to be significantly enhanced.**

**Some boroughs are trialling new equipment to adapt remaining street furniture, such as signposts and bollards, so it is possible to lock bikes securely to them; however, related design guidance is lacking.<sup>31</sup>**



A “cycle hoop”, which is attached to existing street furniture, such as lampposts, to enable bikes to be attached securely

<sup>30</sup> See, for example, written responses from the London Boroughs of Southwark, Islington and Camden.

<sup>31</sup> Please see the Mayor’s response to Mayor’s Question Time question 1670/2009.

## **On-street cycle parking**

### **Recommendation to the London boroughs:**

**1. Undertake simple ward level audits of on-street cycle parking provision and informal cycle parking (perhaps in collaboration with local cycling campaigns).**

### **Recommendations to TfL:**

**1. Prepare and publish design guidance for on-street cycle parking, including guidance for replacing on-street car parking with cycle stands and for the installation of new equipment to adapt existing street furniture for secure cycle parking.**

***Draft guidance should be published by the end of this year alongside new draft cycle parking standards (see the recommendations in Chapter 3 of this report).***

**2. Include accommodation for general cycle parking in the specification for cycle hire scheme docking stations – either through separate stands alongside the hire bike stands, or by designing the new equipment so it is possible to lock private bikes to it.**

**3. Work with borough councils to use the siting of docking stations as an opportunity to increase the level of general on-street cycle parking.**

## 4 Cycle parking at new developments

### The amount of cycle parking at new developments

TfL observed 91 per cent more cyclists on its roads 2007/08 than it did in 2000/01.<sup>32</sup> There is an aspiration for a further doubling of journeys by bike in the next five years.

Many of the boroughs use cycle parking standards drawn up in either 1999 or 2004, after which much of the recent increase in cycling occurred, and contributors to the investigation – not least respondents to our survey – expressed concern developers are not required to install enough cycle parking spaces. The London Borough of Camden, for example, finds that it needs to specify more spaces than are suggested by TfL’s current workplace cycle parking guide.<sup>33</sup>

Developers of new office buildings are typically required to install one cycle parking space for every 25 employees while, at some businesses, one in five employees are already cycling.<sup>34</sup> This has led, we heard, to several organisations moving recently into new premises without sufficient cycle parking. Southwark Council, for example, is now renting additional space in two nearby railway arches to meet demand for cycle parking provision. The Committee’s 2007 report into travel to sporting events highlighted the Emirates stadium, which was required to provide only 60 cycle spaces, enough to cater for 0.1% of the stadium’s capacity.<sup>35</sup> Our survey highlighted that even when new residential developments include cycle parking for residents, provision for visitors is often lacking.<sup>36</sup>

**The number of cycle parking spaces currently required at new developments is not high enough to support existing demand in some areas. The Mayor’s aspirations for future levels of cycling in London will require new cycle parking standards specifying a greater number of spaces at new developments for residents, employees and visitors.**

### The quality of cycle parking at new developments

Cycle parking installed by developers has been described to us as often of a lower standard than that provided by local authorities.<sup>37</sup> Only 3 per cent of respondents to the Committee’s survey considered

“Developers continually need to be specifically challenged on their failure to provide secure cycle parking and storage.”

“There’s always way more parking spaces for cars than there are cycle parking facilities.”

“Often in new residential blocks there is resident cycle parking, but none for visitors.”

<sup>32</sup> TfL, *Travel in London*, April 2009, p. 116

<sup>33</sup> London Borough of Camden, written submission

<sup>34</sup> Southwark Cyclists, stakeholder meeting, transcript p. 7

<sup>35</sup> London Assembly Transport Committee, *A question of sports travel*, Oct 07, p. 19

<sup>36</sup> Southwark Cyclists considered cycle parking for 30 per cent of staff should be required at new business premises and 130 per cent of the number of dwellings at residential developments (Southwark Cyclists, written submission).

<sup>37</sup> Richmond Cycling Campaign, written submission



the quality and security of cycle parking at new developments to be good, and nearly two-thirds of those who expressed an opinion rated it as poor.

Many respondents to our survey thought that cycle parking at new developments was an afterthought, which led to poor quality provision in unsuitable locations. For example, cycle parking at the new Westfield shopping centre was described in the following way:

[Westfield has] sufficient numbers of bicycle parking spaces, but the majority are on the side which is farthest away from the main entrance of the centre. Most spaces on that side are thus unused. A waste of space and money!

A lack of space between cycle stands at new developments has also meant that not all stands are useable.<sup>38</sup>

A borough cycling officer explained that standards which were more prescriptive in terms of design would allow boroughs to force developers to put in better quality parking rather than looking for the cheapest option.<sup>39</sup> All of the guests at the stakeholder meeting and many organisations responding in writing agreed that design standards would help improve the quality of cycle parking.<sup>40</sup>

**The quality and security of cycle parking at new developments is not considered to be good by users. Recent work on cycle parking design and security has led to a general consensus around minimum design and security standards; to avoid the continued installation of substandard provision, it should now be possible for standards to go beyond the number of spaces required to be more prescriptive in respect of the design of stands and the way they are laid out.**

The London Plan will not be completed until 2011. Previously TfL had anticipated producing supplementary planning guidance in advance of the London Plan but that now appears not to be the preferred option.<sup>41</sup> Boroughs are currently developing Local Development Frameworks (LDFs) in response to the Government's 2004 planning legislation, which could lead to missed opportunities.

“Quality can be quite variable. Some are stands where only one wheel can be locked, which are worse than useless. Other provisions (supermarkets especially) are very good.”

“The Mayor should plan for a doubling of current levels of cycling, but his cycle parking standards should be more optimistic, given that buildings will be around for much longer than the timeframe of the targets for an increase in cycling.”

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<sup>38</sup> For example, the cycle compound at the Palestra office building in Southwark, which is occupied by TfL and parts of the GLA, was criticised for its location at the back of the building, inadequate security and substandard stands and racks (Kingston Cycling Campaign, written submission).

<sup>39</sup> London Borough of Ealing, stakeholder meeting, transcript p. 7

<sup>40</sup> See, for example, written submissions from Westminster City Council and the London Boroughs of Richmond, Hammersmith & Fulham, Hackney and Ealing.

<sup>41</sup> TfL stakeholder meeting, transcript p. 30

“There seems to be more emphasis on style than practicality. I have seen some particularly useless facilities in some very stylish developments. It doesn't matter how pretty it is if it's in the wrong place to D-lock your frame and front wheel.”

## **Cycle parking at new developments**

### **Recommendations to the Mayor:**

- 1. Reflect recent increases in cycling, and the Mayoral aspiration for further increases, by increasing the numbers of spaces required at new developments through new cycle parking standards.**
- 2. In the new standards, specify both the number of spaces required at new developments and minimum design standards, including the amount of space allocated and minimum levels of security in different contexts.**

***A draft standards document should be produced by the end of this year to assist boroughs in specifying minimum cycle parking design standards in LDFs.***

***Agreed standards should be published in advance of the revision to the London Plan as supplementary guidance by the end of June 2010.***

## 5 Cycle parking at existing buildings

### Parking at home

Many of the respondents to the investigation raised a lack of residential cycle parking (cycle storage) as a key barrier to cycling. The London Borough of Ealing estimates that 50 per cent of Londoners do not have anywhere to keep a bike at home.<sup>42</sup> Of the respondents to the Committee's survey (most of whom are regular cyclists), 25 per cent of people without a communal parking facility do not have enough space within their homes to store a bike.

A number of boroughs are pursuing small-scale schemes to provide residential cycle parking, primarily at housing estates. For example, the Committee visited Frampton Park Estate in Hackney where 52 bike lockers had been installed for 1160 flats during 2008. TfL provided a grant of £50,000 to cover procurement and installation costs. Bikes were previously kept on communal walkways where they were a safety hazard and at high risk of theft and vandalism. As well as using TfL grants to install lockers on two estates, the London Borough of Ealing ran a domestic cycle parking pilot through which it offered residents equipment to put in their outdoor space. Three types of facility were provided: one wall-mounted locking ring (£5, diy installation); two Sheffield stands (£50, diy installation); and eight lockers (about £500, professionally installed).<sup>43</sup>



Cycle parking lockers at Frampton Park Estate in Hackney

*“In 8 years in London I have never lived in a property that has provided communal cycle parking facilities.”*

*“I live in an area with a lot of flats, there is plenty of space for cycle parking but no facilities, with the usual focus on facilities for motorists.”*

<sup>42</sup> London Borough of Ealing, stakeholder holder meeting, transcript p. 9

<sup>43</sup> London Borough of Ealing, written submission

**Many people do not have secure cycle parking at home. TfL made one-off grants to fund a number of borough pilot schemes to provide or subsidise secure residential cycle parking. However, these schemes are currently small-scale. One constraint on boroughs is that general funding from TfL through the Local Implementation Plan process must currently be spent on the public highway.**

### Parking at work

“Not cycle parking as much as a corner of the office where bikes are stored – so very secure, but you do have to carry the bike up several flights of stairs.”

The Committee heard from representatives of employers in both central London and outer London – differences in the availability of space meant that they faced different issues. At the headquarters of GlaxoSmithKline (GSK) in outer London, the number of employees cycling to work has risen from 50 to 350 out of 3,000. To facilitate this increase the company has replaced car parking with cycle parking but still finds it needs to “sell” the idea of cycling to employees.<sup>44</sup> GSK spends around £400 a year per cyclist on facilities and a number of schemes to incentivise cycling. In central London, businesses on the South Bank find they do not need to persuade employees to cycle but struggle to provide enough secure cycle parking.<sup>45</sup> Employees are forced to use on-street parking, which is often less secure than dedicated workplace parking and can mean that cycle parking designed for shopping and other short-stay activities is filled by commuters.

“As more people cycle in, the cycle shed is getting cramped. Conversely the car park is generally empty.”

TfL figures show there has been a “sharp decline” in the number of people entering central London by car since 2000 and it was suggested to the Committee that a long-term reduction in commuter car traffic entering central London has meant there are vacant underground car parking spaces which could be converted into cycle parking.<sup>46</sup> There is no comprehensive data source on the availability of vacant private underground car parking spaces beneath office buildings.

Even if car parking spaces are available underneath buildings, the fact that employers may not own their building can still make it difficult and expensive for them to be converted into cycle parking. For example, the owners of TfL’s building at Victoria charge £4,000 a year for one car parking space, which is used instead for eight cycle parking spaces. However, some building owners are looking to use their underground space differently. For example, the owner of ATOC’s

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<sup>44</sup> GSK, stakeholder holder meeting, transcript p. 16

<sup>45</sup> Better Bankside, stakeholder holder meeting, transcript p. 16

<sup>46</sup> Southwark Cyclists, stakeholder holder meeting, transcript p. 15

building in SoHo has converted some car parking into cycle parking and rents it out for £1 a day.<sup>47</sup>

**Space constraints often make it difficult to retrofit cycle parking within existing buildings. There might be an opportunity to replace vacant underground car parking spaces with cycle parking. However, information on the availability of vacant spaces is lacking. Such information could allow TfL (through the work travel planning programme) to assist businesses to find potential space for cycle parking.**

### **Cycle parking at existing buildings**

#### **Recommendations to TfL:**

- 1. Allow the boroughs more freedom to allocate transport funding to schemes to improve residential cycle parking off the public highway.**
- 2. Undertake research to determine the availability of vacant underground car parking spaces in central London and other areas where there is a high density of offices. Use the results with employers during the travel planning process to identify where it might be possible to install cycle parking.**

***A report of the research should be published by the end of June 2010.***

“The cycle park is now full on a regular basis, we have had to start chaining bike to other bikes, which causes friction amongst employees when one needs to leave early.”

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<sup>47</sup> ATOC, stakeholder holder meeting, transcript p. 16

## 6 Cycle parking at stations

“ALL public places are a problem - parks, streets, office buildings etc. BUT particularly transit hubs.”



Cycle parking at Liverpool Street station

Around half a million people commute to central London on the national rail network each day. Cycle parking provision at many of the central London stations is limited. At the eleven central London termini stations, which are managed by Network Rail, there is currently a total of around 1200 spaces. A number of schemes are in progress to increase this number; Network Rail is looking to add spaces, mostly funded by TfL, at Kings Cross St Pancras (84), Euston (138), Liverpool Street (119) and Victoria (112), although the Victoria scheme is on hold because of complications related to the station's listed building status. There is no cycle parking at Cannon Street, Charing Cross or Fenchurch Street.

“Security is my main concern - supervision would be great but is unrealistic. Cycle lockers would be ideal.”

Station	Cycle parking spaces
Cannon Street	0
Charing Cross	0
Euston	80
Fenchurch Street	0
King's Cross	418
London Bridge	113
Paddington	250
St Pancras International	60
Liverpool Street	235
Victoria	120
Waterloo	210
<b>Total</b>	<b>1,486</b>

Cycle parking at central London stations when current works are complete

The Secretary of State for Transport has recently spoken about the limited provision of cycle parking at stations. He said,

I am determined to see improvements in the facilities at our stations. [...] For the most part, storage is very limited, unsupervised, badly signed and difficult to access.<sup>48</sup>

He has signalled the Government's intention to make £5 million available for experimental improvements to cycle parking facilities at ten pilot stations.

The Association of Train Operating Companies noted that cycle parking usage at stations is not formally monitored.<sup>49</sup> However, anecdotal evidence suggests that, at least at central London stations, the cycle parking that does exist is very heavily used (the Committee heard from Southwark Cyclists that cycle parking at London Bridge and Waterloo is always "swamped").<sup>50</sup> Indeed, the cycle hire scheme feasibility study suggests that docking stations should not be located at the central London stations because demand from commuters would overwhelm supply. ATOC considered that the "two-bike market" – people who cycle to the stations at both ends of their journey using two separate bikes – was "significantly constrained by the lack of cycle parking spaces at some of major London stations".<sup>51</sup>

"For longer stays protection from weather is important. For shorter stays it is mainly proximity and being able to lock both wheels and frame to stand."



Secure cycle parking facilities at Walthamstow Central and Finsbury Park Stations

<sup>48</sup> Evening Standard, *Transport Secretary slams London stations over sorry state of cycling facilities*, 24 June 2009

<sup>49</sup> ATOC, stakeholder holder meeting, transcript, p. 20

<sup>50</sup> For example, the written submission from Southern; and Southwark Cyclists, stakeholder holder meeting, transcript p. 21

<sup>51</sup> ATOC, stakeholder holder meeting, transcript p. 20

### Examples of good practice

- Respondents to the investigation cited Marylebone station, operated by Chiltern Railways, as a station with good cycle parking facilities. Parking is on a platform on the train side of the barriers and only season ticket holders can use it. Users are also required to register their details. Bikeoff considered the facility to be secure, principally as a result of good management by the train operating company, which sees it “as part of the overall responsibility of running the station”.<sup>52</sup>
- TfL has been involved in developing the specifications for the new South Central franchise and has agreed to fund some elements. It could lead to an additional 1500 cycle parking spaces over the five-year term, which would make it the most ambitious franchise agreement yet.
- At Surbiton station TfL, Kingston Council and South West Trains have worked in partnership to provide enhanced cycle parking facilities. South West Trains manages a secure facility for which users pay £50 a year with no ongoing cost to TfL.

The design and siting of stands is important. The Committee visited secure cycle parking sheds at Walthamstow Central and Finsbury Park, which cost £50,000 and £750,000 respectively (both were TfL funded), where cycle parking was situated in the immediate vicinity of the station. It is important, however, that such facilities are maintained – we heard about cycle lockers installed at Kingston station in 2000 which remained largely unused due to a lack of maintenance.<sup>53</sup>

“For locations where it is obvious to thieves that the cyclist will be away for a long time (train stations, cinemas) a supervised left luggage or lockable cage type cycle park facility is needed.”

It was suggested to us that commercially owned premises around stations could be used for cycle parking, although it was noted that the market had not to date produced viable businesses offering cycle parking for a fee.<sup>54</sup> TfL considered that commercial cycle parking facilities are likely to need some form of subsidy.<sup>55</sup>

The Committee visited London’s biggest indoor secure cycle parking facility, which has over 400 spaces. It was recently opened near London Bridge station by On Your Bike, a bike retailer. Cycle parking costs £1.50 a day (or £5 a week) but the facility has nonetheless required a subsidy from TfL, which has made contributions of £460,000 to the capital costs and £140,000 towards the operating

<sup>52</sup> Bikeoff stakeholder holder meeting, transcript p. 21

<sup>53</sup> Kingston Cycling Campaign, written submission

<sup>54</sup> See, for example, Southwark Cyclists, stakeholder holder meeting, transcript p. 22

<sup>55</sup> TfL, stakeholder holder meeting, transcript p. 22



costs in the first year. The experience at secure cycle parking locations with a fee is that a number of longer-stay users will be willing to pay if they feel their bikes will be secure.

There are barriers to train operating companies increasing cycle parking at stations since it would often require retail outlets or car parking spaces to be replaced with cycle stands, which would involve a loss of revenue. ATOC told us that improvements to cycle parking are generally dependent on conditions being built into a train operating company's franchise agreement.<sup>56</sup>

Network Rail (and ATOC) cited space as a key limitation in attempts to provide additional cycle parking in stations, particularly in central London (where demand is highest). Network Rail also considered security issues (theft and terrorism), the number of parties involved and the complex land ownership, access, signage and listed buildings to be challenges to improving cycle parking at stations.<sup>57</sup>

**Improvements to cycle parking at stations will be key to achieving the Mayor's aspirations for increases in cycling in London. There are examples of London stations with a good level and quality of cycle parking. However, overall, cycle parking at stations, particularly in central London, is not sufficient to meet potential demand.**

**We support the Government's intention to make funding available for improvements to cycle parking at ten pilot stations. However, incentives for Network Rail and the train operating companies need to be strengthened if there are to be meaningful general increases in cycle parking at stations. For the train operating companies, obligations need to be included in franchise agreements. Network Rail, which manages the central London termini where the problem is most acute, does face real space constraints. However, a requirement by Government that it maximises revenue from its space works against space being given over to cycle parking. The Government's approach to franchising seems to be moving in the right direction but its rules relating to Network Rail have direct adverse effects on improving cycle parking provision.**

“Security is the most important aspect. I would rather pay to park and know my bike is safe than rely on chaining it up for an extended period of time.”

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<sup>56</sup> ATOC, stakeholder holder meeting, transcript p. 24

<sup>57</sup> Network Rail, stakeholder holder meeting, transcript pp. 17 & 18

Of the 35 stations owned by London Overground, some cycling parking exists at 18. TfL has a programme to provide or upgrade cycle parking across the London Overground network but during 2009/10 it is focussing on the following stations:

Watford High Street	Bushey	Hackney Wick
Leyton stone High Road	Upper Holloway	Hatch End
Kensington Olympia	South Tottenham	Walthamstow
Queen's Road	Woodgrange Park	

**At stations where space cannot be found for more cycle parking, opportunities for commercial or semi-commercial cycle parking may exist at premises in the vicinity. There is evidence that commuters are willing to pay a fee to park their bike if it is secure. There is a role for TfL to assist businesses with subsidies and/or in other ways, such as providing rent-free space.**

### Tube stations

Respondents to the Committee's survey highlighted Tube stations as some of the worst locations for cycle parking provision.<sup>58</sup> While there is often no room to locate cycle parking inside Tube stations in inner London, we heard that where it does exist it can be necessary "to do a certain amount of fire-fighting" because London Underground has a tendency to remove it due to concerns about terrorism and passenger flows.<sup>59</sup> Where London Underground has removed cycle parking from Tube stations, TfL has tried to work with boroughs to install new provision on-street nearby.

There is often more space available at Tube stations in outer London, not least in car parks and we understand that TfL intends to provide new cycle parking at a number of outer London stations over the next few years. Of the 60 car parks at Underground stations, it is planned that cycle parking will be installed at six in the first instance. At each of these six stations, it is anticipated that up to three car parking spaces could be replaced with provision for about eight bikes.<sup>60</sup>

**Lack of space is a clear constraint to the provision of cycle parking at Tube stations in inner London and TfL will need to continue to work with boroughs to provide on-street parking nearby.**

<sup>58</sup> 70 per cent identified Tube stations as locations where there is generally insufficient or no cycle parking; as a comparison, 62 per cent of respondents identified national rail stations.

<sup>59</sup> TfL, stakeholder holder meeting, transcript p. 20

<sup>60</sup> TfL, stakeholder holder meeting, transcript p. 21

**At outer London Tube stations, where there are often car parks, there is an opportunity for TfL to bring about significant improvements in cycle parking. The plan to install new cycle parking at six of the 60 car parks at Tube stations suggests it will be some time before such facilities are widely available. This is a missed opportunity since outer London Tube stations are some of a limited number of locations directly under TfL's control where there is space for more stands.**

### **Cycle parking at stations**

#### **Recommendations to the Government**

- 1. In consultation with TfL, continue to strengthen the cycle parking obligations in new rail franchise agreements affecting London – for example, the South Eastern franchise which is due for renewal in 2014.**
- 2. Examine the implications of an exemption for Network Rail from the requirement to maximise income and/or a scheme to offer TfL first refusal on vacant premises in stations (to use for cycle parking).**

#### **Recommendation to TfL**

- 1. Publish details of the availability cycle parking at outer London Tube stations and a full programme for installing new provision looking for opportunities to bring forward work where possible.**

***This information should be provided to the Committee by the end of 2009.***

## 7 Conclusions



The reception area at the facility at London Bridge

Responding to this investigation Southwark Cyclists described a “cycle parking crisis” in London”.<sup>61</sup> We have certainly received evidence to suggest that the amount of cycle parking is insufficient at some locations and that the quality can be poor, even of newly installed provision. Poor quality cycle parking essentially means low security cycle parking, and we know bike theft is a key reason why people do not cycle more.

TfL and the boroughs are working to improve the situation, by installing new, high quality cycle parking themselves and attempting to ensure appropriate provision at new developments through the planning system. To make it easier for boroughs in negotiations with developers, new planning standards should require more spaces and be more prescriptive in relation to the design and security levels of new facilities.

During the investigation we have heard about an array of TfL-administered schemes to fund third parties to install new cycle parking – at schools, places of work, stations etc. But we have been left feeling that a strategic overview is lacking. This is demonstrated by TfL’s concern that it may not be able to demonstrate it has met the Mayor’s target of 26,000 additional spaces because the installation of new stands is not always recorded. So the delivery of additional cycle parking can be properly planned and monitored, particularly to ensure new stands most effectively meet demand, we consider a cycle parking strategy to be essential.

There are certain locations where cycle parking remains poor and where there are not plans for significant improvements. At these locations – central London train and Tube stations, lots of places of work, homes – a lack of space is the primary constraint. Innovative, tailor-made solutions are often the only way to enhance provision. And such schemes tend to be small scale.

In the main, the recommendations in this report are themselves relatively specific. However, taken as a whole we believe their adoption will be necessary to achieve the advance in cycle parking provision needed to support the Mayor’s aspiration for a substantial increase in cycling in London.

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<sup>61</sup> Southwark Cyclists, written submission

# Appendix 1 Views and information

## Oral information

During this investigation the Committee heard from the individuals listed below at a informal roundtable meeting on Wednesday 25 March 2009.

- Rose Ades (Head of Cycling Centre of Excellence, TfL)
- Barry Mason (Coordinator, Southwark Cyclists)
- Colin McKenzie (Cycling Officer, London Borough of Ealing)
- Chris Nicola (Senior Transport Planner, London Borough of Camden)
- Jerry Swift (Head of Corporate Social Responsibility, Network Rail)
- Cllr Geoffrey Taylor (London Borough of Hackney)
- Adam Thorpe (Director, Bikeoff)
- Sophie Tyler (Coordinator, Travel Planning Programme, Better Bankside)
- Alex Veitch (Integrated Transport Manager, Association of Train Operating Companies)
- Catherine Warwick-Wilson (GlaxoSmithKline)

## Site visits

### 31 March 2009

#### *Walthamstow Central station*

Gina Harkell, Cycling Officer, London Borough of Waltham Forest, showed the Committee a secure cycle parking shed at Walthamstow Central station, which had opened in 2003 and had 34 stands.

#### *Finsbury Park Station*

Rose Ades, Head of Cycling Centre of Excellence at TfL, showed the Committee the secure facility close to the station.

#### *Frampton Park Estate, Hackney*

The Committee walked around Frampton Park Estate, accompanied by Terry Edwards, Chair of the Tenants and Residents Association, to look at the cycle lockers that had been placed in various parts of the estate. The Committee also met Ruth Clapham from Hackney Homes.

## 18 June 2009

### *London Bridge Cycle Park*

The Committee visited the recently opened cycle park at London Bridge, accompanied by Rose Ades (TfL) and met Leah Barwick, Project Manager for the cycle park at On Your Bike.

### **Written evidence**

The following organisations provided written views and information:

- Chiltern Railways
- First Capital Connect
- Go-Ahead
- Network Rail
- South West Trains
- Southern Rail
- London Borough of Camden
- London Borough of Ealing
- London Borough of Enfield
- London Borough of Hackney
- London Borough of Hammersmith and Fulham
- London Borough of Havering
- London Borough of Hounslow
- London Borough of Islington
- London Borough of Lewisham
- London Borough of Richmond Upon Thames
- London Borough of Southwark
- Royal Borough of Kensington and Chelsea
- Westminster City Council
- Kingston Cycling Campaign
- London TravelWatch
- Richmond Cycling Campaign
- Southwark Cyclists
- Urban Initiatives
- Wandsworth Cycling Campaign

The Committee also received views and information from over 450 members of the public through an online survey and written responses.

## Appendix 2 Survey Results

### Cycle parking quality

**Apart from the number of spaces, what factors do you think are important in creating good quality cycle parking? (Please tick the three most important.)**

Answer Options	Response Percent	Response Count
Proximity	71.3%	325
Design of stands	58.1%	265
Lighting	32.5%	148
Protection from weather	27.4%	125
CCTV	30.3%	138
Visibility	59.9%	273
Off-street	6.1%	28
Supervision	25.2%	115
Other	7.5%	34

### Cycle parking security

**In general, how would you rate the security of cycle parking facilities in London?**

Answer Options	Response Percent	Response Count
Good	2.2%	10
Satisfactory	27.0%	121
Poor	70.8%	317

### Cycle parking at home

**Have you got a communal cycle parking facility at home?**

Answer Options	Response Percent	Response Count
Yes	11.1%	50
No	88.9%	399

**If not, is there sufficient space within your property (including in hallways) to store a bike?**

Answer Options	Response Percent	Response Count
Yes	69.1%	300
No	24.0%	104
N/A	6.9%	30

**If there is communal cycle parking, are enough spaces provided to lock your bike to every time?**

Answer Options	Response Percent	Response Count
Yes	9.1%	36
No	9.3%	37
N/A	81.6%	323

**Apart from the number of spaces, how would you rate the quality and security of cycle parking at your home?**

Answer Options	Response Percent	Response Count
Good	32.7%	144
Satisfactory	25.5%	112
Poor	20.7%	91
N/A	21.1%	93

### Cycle parking at work or place of education

**Are there sufficient cycle parking spaces at your place of work or education?**

Answer Options	Response Percent	Response Count
Yes	47.9%	212
No	41.5%	184
N/A	10.6%	47

**Apart from the number of spaces, how would you rate the quality and security of the cycle parking at your place of work or education?**

Answer Options	Response Percent	Response Count
Good	36.8%	163
Satisfactory	21.0%	93
Poor	30.7%	136
N/A	11.5%	51



### Cycle parking in public locations

**At what public locations do you generally find there is insufficient or no cycle parking? (Tick all that apply.)**

Answer Options	Response Percent	Response Count
Rail stations	62.2%	270
Tube stations	69.6%	302
Gyms/leisure centres	30.0%	130
Cinemas/theatres	62.4%	271
Sports stadiums	24.0%	104
Council offices	30.0%	130
Hospitals	41.0%	178
Supermarkets	59.4%	258
High Street shops	75.6%	328
Cafes/pubs/restaurants	68.2%	296
Doctors' practices	54.8%	238

**Apart from the number of spaces, how would you rate the quality and security of cycle parking at public places?**

Answer Options	Response Percent	Response Count
Good	2.1%	9
Satisfactory	28.0%	122
Poor	69.5%	303
N/A	0.5%	2

### Cycle parking in new developments

**In general, do you find that there is sufficient cycle parking at new developments, e.g. residential, office blocks, shopping centres, etc?**

Answer Options	Response Percent	Response Count
Yes	13.7%	60
No	53.1%	233
Don't know	33.3%	146

**Apart from the number of spaces, how would you rate the quality and security of cycle parking at new developments?**

Answer Options	Response Percent	Response Count
Good	3.2%	14
Satisfactory	20.1%	87
Poor	40.4%	175
Don't know	36.3%	157

### General

<b>Approximately how often do you use your bicycle for the following?</b>					
<b>Answer Options</b>	<b>Never</b>	<b>Occasionally</b>	<b>Once a week</b>	<b>2-3 times a week</b>	<b>Daily</b>
Work	26	28	19	85	264
Education	153	39	22	20	42
Shopping	24	96	98	138	63
Other	6	59	74	146	102

<b>Would you cycle more if the quality or quality and security of cycle parking spaces at your home, workplace, place of education or public locations were improved?</b>		
<b>Answer Options</b>	<b>Response Percent</b>	<b>Response Count</b>
Yes, I would start cycling	1.4%	6
Yes, I would cycle more regularly	42.9%	188
No, I already cycle regularly	51.6%	226
No, there are other reasons why I would not cycle more	4.1%	18

## Appendix 3 Key findings

### A strategy for cycle parking

The Mayor has committed to funding an additional 26,000 cycle parking spaces on top of the 40,000 committed to by the previous Mayor. Aside from private facilities installed by developers, TfL is the principal provider of funding for new cycle parking. However, third parties will mostly deliver it through a variety of TfL schemes. As a result, there is no clear strategic view of where there is greatest demand for new cycle parking or strategic allocation of resources to meet that demand.

### On-street cycle parking

Although on-street cycle parking provision has been increased, it is still considered insufficient at many locations. Simple audits by ward of existing provision would indicate where stands are lacking in relation to local shops and amenities and would be useful to inform decisions on where to install new facilities. As well as providing a basis for spending decisions, ward audits would enable monitoring of progress towards improved on-street provision.

Space constraints at on-street locations mean that a number of boroughs are opting for (or actively considering) the replacement of car parking spaces with cycle parking stands. However, there are a number of barriers to this approach: political considerations, the cost of consultation, safety concerns.

The introduction of the Mayor's cycle hire scheme will see docking stations located every 300 metres in central London. As well as space on existing footways, some docking station locations will require footways to be widened, which could result in car parking spaces being removed. Whether on existing footways or where footways will need to be widened into the carriageway, the installation of docking stations for the cycle hire scheme represents a potential conflict for central London boroughs in the creation of additional general cycle parking.

There could be an opportunity for boroughs to install additional general cycle parking alongside the new docking stations. However, there is concern that the cycle hire scheme could in fact have negative implications for general cycle parking. If docking stations are appropriately designed, and the installation of docking stations is used as an opportunity by boroughs to install new stands, levels general on-street cycle parking could be increased alongside the cycle hire scheme docking stations, meeting the Mayor's objectives in both areas – but this needs positive action from both TfL and the London boroughs.

TfL and the boroughs are removing railings and signposts to reduce street clutter. Cyclists find that this reduces options for on-street cycle parking. Ward level audits including locations where bikes are parked informally would help identify where the removal of street furniture would reduce cycle parking options. Installing formal cycle stands nearby would ensure opportunities to lock up bikes were not reduced by a drive to reduce street clutter. Schemes which radically redesign streets, such as at Exhibition Road (to which TfL has contributed £13.3 million), should provide an opportunity for cycle parking facilities to be significantly enhanced.

Some boroughs are trialling new equipment to adapt remaining street furniture, such as signposts and bollards, so it is possible to lock bikes securely to them; however, related design guidance is lacking.

### **Cycle parking at new developments**

The number of cycle parking spaces currently required at new developments is not high enough to support existing demand in some areas. The Mayor's aspirations for future levels of cycling in London will require new cycle parking standards specifying a greater number of spaces at new developments for residents, employees and visitors.

The quality and security of cycle parking at new developments is not considered to be good by users. Recent work on cycle parking design and security has led to a general consensus around minimum design and security standards; to avoid the continued installation of substandard provision, it should now be possible for standards to go beyond the number of spaces required to be more prescriptive in respect of the design of stands and the way they are laid out.

### **Cycle parking at existing buildings**

Many people do not have secure cycle parking at home. TfL made one-off grants to fund a number of borough pilot schemes to provide or subsidise secure residential cycle parking. However, these schemes are currently small-scale. One constraint on boroughs is that general funding from TfL through the Local Implementation Plan process must currently be spent on the public highway.

Space constraints often make it difficult to retrofit cycle parking within existing buildings. There might be an opportunity to replace vacant underground car parking spaces with cycle parking. However, information on the availability of vacant spaces is lacking. Such information could allow TfL (through the work travel planning programme) to assist businesses to find potential space for cycle parking.

### Cycle parking at stations

Improvements to cycle parking at stations will be key to achieving the Mayor's aspirations for increases in cycling in London. There are examples of London stations with a good level and quality of cycle parking. However, overall, cycle parking at stations, particularly in central London, is not sufficient to meet potential demand.

We support the Government's intention to make funding available for improvements to cycle parking at ten pilot stations. However, incentives for Network Rail and the train operating companies need to be strengthened if there are to be meaningful general increases in cycle parking at stations. For the train operating companies, obligations need to be included in franchise agreements. Network Rail, which manages the central London termini where the problem is most acute, does face real space constraints. However, a requirement by Government that it maximises revenue from its space works against space being given over to cycle parking. The Government's approach to franchising seems to be moving in the right direction but its rules relating to Network Rail have direct adverse effects on the Mayor's policy to improve cycle parking provision.

At stations where space cannot be found for more cycle parking, opportunities for commercial or semi-commercial cycle parking may exist at premises in the vicinity. There is evidence that commuters are willing to pay a fee to park their bike if it is secure. There is a role for TfL to assist businesses with subsidies and/or in other ways, such as providing rent-free space.

Lack of space is a clear constraint to the provision of cycle parking at Tube stations in inner London and TfL will need to continue to work with boroughs to provide on-street parking nearby.

At outer London Tube stations, where there are often car parks, there is an opportunity for TfL to bring about significant improvements in cycle parking. The plan to install new cycle parking at six of the 60 car parks at Tube stations suggests it will be some time before such facilities are widely available. This is a missed opportunity since outer London Tube stations are some of a limited number of locations directly under TfL's control where there is space for more stands.

## Appendix 4 Recommendations

### A strategy for cycle parking

#### Recommendation to TfL:

**1. Produce a cycle parking strategy identifying where there is most need for new cycle parking. Include an update on progress in delivering the additional 66,000 spaces to which the Mayor has committed.**

*A draft strategy should be published by the end of 2009 for consultation with cyclists and potential cyclists.*

### On-street cycle parking

#### Recommendation to the London boroughs:

**1. Undertake simple ward level audits of on-street cycle parking provision and informal cycle parking (perhaps in collaboration with local cycling campaigns).**

#### Recommendations to TfL:

**1. Prepare and publish design guidance for on-street cycle parking, including guidance for replacing on-street car parking with cycle stands and for the installation of new equipment to adapt existing street furniture for secure cycle parking.**

*Draft guidance should be published by the end of this year alongside new draft cycle parking standards (see the recommendations in Chapter 3 of this report).*

**2. Include accommodation for general cycle parking in the specification for cycle hire scheme docking stations – either through separate stands alongside the hire bike stands, or by designing the new equipment so it is possible to lock private bikes to it.**

**3. Work with borough councils to use the siting of docking stations as an opportunity to increase the level of general on-street cycle parking.**

## **Cycle parking at new developments**

### **Recommendations to the Mayor:**

- 1. Reflect recent increases in cycling, and the Mayoral aspiration for further increases, by increasing the numbers of spaces required at new developments through new cycle parking standards.**
- 2. In the new standards, specify both the number of spaces required at new developments and minimum design standards, including the amount of space allocated and minimum levels of security in different contexts.**

*A draft standards document should be produced by the end of this year to assist boroughs in specifying minimum cycle parking design standards in LDFs.*

*Agreed standards should be published in advance of the revision to the London Plan as supplementary guidance by the end of June 2010.*

## **Cycle parking at existing buildings**

### **Recommendations to TfL:**

- 1. Allow the boroughs more freedom to allocate transport funding to schemes to improve residential cycle parking off the public highway.**
- 2. Undertake research to determine the availability of vacant underground car parking spaces in central London and other areas where there is a high density of offices. Use the results with employers during the travel planning process to identify where it might be possible to install cycle parking.**

*A report of the research should be published by the end of June 2010.*

## **Cycle parking at stations**

### **Recommendations to the Government**

- 1. In consultation with TfL, continue to strengthen the cycle parking obligations in new rail franchise agreements affecting London – for example, the South Eastern franchise which is due for renewal in 2014.**
- 2. Examine the implications of an exemption for Network Rail from the requirement to maximise income and/or a scheme to offer TfL first refusal on vacant premises in stations (to use for cycle parking).**

### **Recommendation to TfL**

- 1. Publish details of the availability cycle parking at outer London Tube stations and a full programme for installing new provision looking for opportunities to bring forward work where possible.**

***This information should be provided to the Committee by the end of 2009.***



# Appendix 5 Orders and translations

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### Chinese

如您需要这份文件的简介的翻译本，  
请电话联系或按上面所提供的邮寄地址或  
Email 与我们联系。

### Vietnamese

Nếu ông (bà) muốn nội dung văn bản này được dịch sang tiếng Việt, xin vui lòng liên hệ với chúng tôi bằng điện thoại, thư hoặc thư điện tử theo địa chỉ ở trên.

### Greek

*Εάν επιθυμείτε περίληψη αυτού του κειμένου στην γλώσσα σας, παρακαλώ καλέστε τον αριθμό ή επικοινωνήστε μαζί μας στην ανωτέρω ταχυδρομική ή την ηλεκτρονική διεύθυνση.*

### Turkish

Bu belgenin kendi dilinize çevrilmiş bir özetini okumak isterseniz, lütfen yukarıdaki telefon numarasını arayın, veya posta ya da e-posta adresi aracılığıyla bizimle temasa geçin.

### Punjabi

ਜੇ ਤੁਸੀਂ ਇਸ ਦਸਤਾਵੇਜ਼ ਦਾ ਸੰਖੇਪ ਅਪਣੀ ਭਾਸ਼ਾ ਵਿਚ ਲੈਣਾ ਚਾਹੋ, ਤਾਂ ਕਿਰਪਾ ਕਰਕੇ ਇਸ ਨੰਬਰ 'ਤੇ ਫੋਨ ਕਰੋ ਜਾਂ ਉਪਰ ਦਿੱਤੇ ਡਾਕ ਜਾਂ ਈਮੇਲ ਪਤੇ 'ਤੇ ਸਾਨੂੰ ਸੰਪਰਕ ਕਰੋ।

### Hindi

यदि आपको इस दस्तावेज़ का सारांश अपनी भाषा में चाहिए तो उपर दिये हुए नंबर पर फोन करें या उपर दिये गये डाक पते या ई मेल पते पर हम से संपर्क करें।

### Bengali

আপনি যদি এই দলিলের একটা সারাংশ নিজের ভাষায় পেতে চান, তাহলে দয়া করে যোগাযোগ করুন অথবা উল্লেখিত ডাক ঠিকানায় বা ই-মেইল ঠিকানায় আমাদের সাথে যোগাযোগ করুন।

### Urdu

اگر آپ کو اس دستاویز کا خلاصہ اپنی زبان میں درکار ہو تو، براہ کرم نمبر پر فون کریں یا مذکورہ بالا ڈاک کے پتے یا ای میل پتے پر ہم سے رابطہ کریں۔

### Arabic

الوصول على ملخص لهذا المستند بلغة،  
فارجاء الاتصال برقم الهاتف أو الاتصال على  
العنوان البريدي أو العادي أو عنوان البريدي  
الالكتروني أعلاه.

### Gujarati

જો તમારે આ દસ્તાવેજનો સાર તમારી ભાષામાં જોઈતો હોય તો ઉપર આપેલ નંબર પર ફોન કરો અથવા ઉપર આપેલ ટપાલ અથવા ઈ-મેઈલ સરનામા પર અમારો સંપર્ક કરો.

## Appendix 6 Principles of scrutiny page

### **An aim for action**

An Assembly scrutiny is not an end in itself. It aims for action to achieve improvement.

### **Independence**

An Assembly scrutiny is conducted with objectivity; nothing should be done that could impair the independence of the process.

### **Holding the Mayor to account**

The Assembly rigorously examines all aspects of the Mayor's strategies.

### **Inclusiveness**

An Assembly scrutiny consults widely, having regard to issues of timeliness and cost.

### **Constructiveness**

The Assembly conducts its scrutinies and investigations in a positive manner, recognising the need to work with stakeholders and the Mayor to achieve improvement.

### **Value for money**

When conducting a scrutiny the Assembly is conscious of the need to spend public money effectively.



**Greater London Authority**

City Hall

The Queen's Walk

More London

London SE1 2AA

**[www.london.gov.uk](http://www.london.gov.uk)**

# the hub

## Sustrans' Bike It: U Can 2

**Sustrans has built on its cycling to school project, Bike It, by developing Bike It U Can 2, which is helping parents get involved in cycling.**

In a new angle for Sustrans' Bike It project, cycle training and support has been offered to mums as well as the children at Cubitt Town Primary, one of the Bike It schools in Tower Hamlets.

Sustrans' Bike It officer, James Scott, whose post is funded by Tower Hamlets Primary Care Trust, has been working with 3,000 pupils across the borough this year. He found increasingly that parents wanted to get involved and start cycling again but often did not have the confidence.

James said, "In response to that, myself and Sam Margolis, the Active Travel Officer at Tower Hamlets Council, started a cycle project for mums. In May and June, 16 women attended a six week training course that has given them the confidence and skills they need to get cycling again. It was so successful that two of the mums are going on to become cycling instructors."

Sustrans believes that helping more women take up cycling, either for the first



time or after a break, should be a priority. In London, approximately twice as many cycle journeys are made by men than women, and 82% of women never cycle at all. Women in the capital are missing out on the health benefits, convenience and fun of cycling.

One of the mums who took part in Sustrans' Bike It U Can 2, Amina Saadani, said, "The more people who ride the

better, the safer it will be. I was never interested in cycling, but now I want to do it; I felt I was missing something."

The project is also part of a bigger campaign being spearheaded by Sustrans to get more women cycling, which includes the website [bikebelles.org.uk](http://bikebelles.org.uk) offering advice and support to encourage women onto their bikes.

**Want to see a safer cycling environment?  
Sign our Motion for Women petition.**

Sustrans has launched the Motion for Women petition to ask local and national government to take action and make real changes so that cycling is safer for everyone. Last year we surveyed 1,000 women to find out

what they believed would most persuade them, and other women, to cycle more.

Overwhelmingly women wanted more cycle lanes separated from traffic, so the petition calls on governments to prioritise the creation of environments that encourage and support cycling, including cycle paths separated from traffic, as a way of enabling many more

women to travel by bike. If you agree, sign the petition online at [www.bikebelles.org.uk](http://www.bikebelles.org.uk) by 29 November 2009. We will present the petition to governments in December and ask them to extend the choice of cycling to millions of women by investing much more in making cycling safer.

### What's inside...

Get up to date on the latest route news in your area as well as reading the latest on Connect2 in London. Plus, find out how to give your street

a makeover, what our schools team has been up to and get out and about on National Route 61.

# Welcome

## to the London regional hub



We were so proud earlier in the year when Sustrans was honoured ahead of some 150 health organisations at the inaugural Chief

Medical Officer's Public Health Awards for its success in helping people to lead more active lives.

This was recognition that when it comes to public health, it's the simple solutions that work best. Creating the environment and providing the skills and encouragement for people to walk or cycle for more of their regular journeys is the key.

That's why it's great that, with the help of our Supporters and partners, Sustrans' programmes are now reaching more Londoners than ever before. This term, Bike It is in seven additional London boroughs, helping thousands of children to get an active start to their day.

The year will also see lots of changes on the ground, with our pilot DIY Streets projects being completed and key elements of Sustrans' GOAL vision coming to fruition; new paths and bridges are being built which give people routes to the places that they want to go and a chance to be active and healthy at the same time.

**Carl Pittam, Regional Director, London**

### Editorial

If you have any comments, queries or suggestions please email [editor@sustrans.org.uk](mailto:editor@sustrans.org.uk)

### Design

[www.trmvs.co.uk](http://www.trmvs.co.uk)

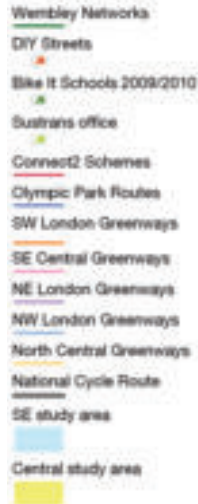
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### Inspire mark awarded to GOAL programme

Sustrans' GOAL has recently been acknowledged for its contribution to London's Olympic legacy by being awarded the London 2012 Inspire mark. Inspire is a new programme for the Olympic and Paralympic Games which recognises a small number of outstanding projects and events which support the Games' lasting legacy or Cultural Olympiad.

GOAL is one of the only environmental Inspire projects, whilst it also contributes to the intention to make 2012 the most inclusive Games ever.

### Further expansion for London's greenway network

As part of our role coordinating the delivery of greenways across London, we have been hard at work identifying routes in the few areas of London not already covered by greenways networks.

Two greenways area studies are currently being undertaken by the Sustrans London team – in southeast and central London – as well as an expansion of the network in southwest London. This builds on work previously carried out by Sustrans to scope and deliver a comprehensive pan-London greenways network.

Hundreds of local groups and individuals are being consulted on proposed routes which will link to parks and green spaces, schools, shops, local amenities and leisure facilities.

The central London area study, which covers **the City, Westminster, Kensington and Chelsea, Hammersmith and Fulham, Camden, Islington, Hackney and Tower Hamlets**, includes proposed routes which connect between popular traffic-free paths in the central **London Royal Parks**.

Some key route developments have been completed since the last issue. Signage on the Wandle Trail, National Route 20, in southwest London, has been replaced. This major project in the boroughs of **Wandsworth, Merton and Sutton** not only way-marks the route, but also signs links to and from nearby destinations, which is intended to increase usage of the route for practical as well as recreational trips.

Elsewhere on London's greenways network, new sections of route have been delivered, including three new park routes in the borough of **Barking and Dagenham**, and an upgraded section of path alongside the River Crane in the borough of **Hounslow**.



*The Crane River route in Hounslow*

### What is GOAL?

Greenways for the Olympics And London (GOAL) is Sustrans' vision for a coordinated city-wide network of good quality walking and cycling routes. We originally put forward the GOAL proposal in 2005, shortly following the announcement that London had been selected to host the 2012 Olympic Games, with the intention of tapping into the opportunities and energy that the Olympics would bring. We still use GOAL as an umbrella term and guiding principles for all of our route development work in London, which is delivered through a range of programmes and in partnership with many stakeholders, partners and funders.

# On the ground



## Connect2

Major progress is being made on London's Connect2 schemes this year. In August a new pedestrian and cycle bridge over the Regent's Canal was lifted into place, improving healthy travel options for people in this area of **Tower Hamlets**.

The bridge is a key central element of a Connect2 network that will improve access to two schools, a new housing development and Mile End Park. It will also create a new link to National Route 1 and form part of a route to the Olympic Park.

The Connect2 scheme in the London borough of **Havering** will see completion of the first phase this year. This includes the construction of a new path on Ivy Lane and a new crossing of Shepherds Hill, which will greatly improve the connection between the Outer London town centres of **Upminster and Harold Hill**.

Connect2 is Sustrans' nationwide Big Lottery Fund-supported route development programme, which is transforming local communities across the UK. People in Connect2 communities will be able to take pride in places that are benefiting from better walking and cycling links. Connect2 includes six schemes in London, which are all due to be completed by 2013.



## Makeovers for three London streets – and maybe yours too?

DIY Streets is a project helping residents to redesign their own streets affordably, putting people at their heart, making them safer and more attractive places to live. The project aims to replicate the positive successes of home zones, creating more peaceful spaces where kids can play and neighbours can chat, at a lower cost and with communities driving the process.

The three projects in London taking part in the three year DIY Streets pilot (Monsell Road in Islington, Clapton Terrace and Brooke Road and Eving Road junction, both in Hackney), are all progressing nicely. Construction started in September and schemes are due to be completed by Christmas 2009.

After this, celebration and evaluation events will be organised in all DIY Streets to celebrate and enjoy the newly traffic calmed and more attractive streets and to use them (perhaps for the first time) as a social space. We will be asking residents to get involved in this by carrying out door to door surveys and helping with the organisation of the final events.

In addition to this we'll be holding a final UK-wide conference for all our partners (both professionals and residents) to review the successes and challenges in each project, as well as to gather final evaluation of their involvement in the project.

As these pilot projects are in their last six months, the Sustrans DIY Streets team is looking towards the future and are presently seeking future partners to roll out the project on a wide-scale basis, ensuring this best value approach can help address the many traffic issues facing local communities across the UK.

If you are interested in finding out more about the benefits of the DIY Streets

approach, please contact either Katherine Rooney on 0117 915 0244 or email [katherine.rooney@sustrans.org.uk](mailto:katherine.rooney@sustrans.org.uk) or Alexandra Allen on 0117 915 0320 or email [alexandra.allen@sustrans.org.uk](mailto:alexandra.allen@sustrans.org.uk).

## School news

Analysis of Bike It – Sustrans' groundbreaking cycling to school project – shows that it is helping thousands of children to get on their bikes in London. In 2008-09, the programme achieved a doubling in the number of children cycling daily to participating schools. The number cycling regularly (once or twice a week or more) increased from 13% of pupils to 22%.

It's because of results like these that Bike It is continuing to grow apace in London. We are currently working intensively in over 70 schools across 11 London boroughs. This will see Bike It actively engaging with over 20,000 pupils, parents and teachers during the year ahead, whilst our ever expanding and dedicated team of Bike It officers continue to support the programme in an additional eight boroughs carried over from the last school year. Read on for some recent Bike It highlights:

### Wheel stories

Sustrans Bike It officer Owen Powell has developed Wheel Stories, a spin-off from the popular Bling Your Bike day. In the summer term pupils from four different primary schools were encouraged to decorate their bikes as though they were ridden by a character from a favourite story, and then ride them to school.

The events saw some great invention and creativity, with a bike covered in sweets and sporting a golden ticket to represent *Charlie and the Chocolate Factory*, a tinsel-covered Rudolph the Red-Nosed Reindeer bike, and a papier-mache Donald Duck's head that was almost as big as the year two pupil whose bike it was attached to.

Obviously this was a lot of fun, but it was also a very effective way of popularising cycling. In one school of 205 pupils, Weston Park in Haringey, 25% of the pupils cycled in for Wheel Stories. The events were popular with parents and teachers, and cycling themed lessons added to the fun.



### Bike Against James

In June, youngsters from five Tower Hamlets schools (Arnham Wharf, Seven Mills, Cubitt Town, Harbinger and St Lukes) were invited to compete in the summer term Bike Against James challenge.

Over one week, pupils were encouraged to cycle to school, and at the end the total mileage of all these cycle journeys was added up. Local Bike It officer, James Scott, then had to cycle the combined distance of all the winning schools' journeys in one go!

There was a great deal of excitement around the event and a real challenge was set for James, with over 200 miles of school cycling trips being generated at Arnham Wharf school. This meant that James had to complete a ride from Skegness back to London. He cycled through the night to be at the school in the morning in time for a celebration event.

Following the intensive Bike It work in the borough, Sam Margolis, Joint Active Travel



End of term ride for pupils of Ravenstone Primary in Wandsworth

Officer at the London borough of Tower Hamlets and NHS Tower Hamlets recently said, "I am now seeing real evidence of children regularly cycling to school on the Isle of Dogs - at a recent assembly that I attended, the deputy head asked how many children cycle every day and a host of hands shot up... our aim of more children regularly cycling to school in order to boost their health is well on the way to being met."

### Bike maintenance training for Bike It school

In June, staff and parents from three former Bike It schools were given a day of bike maintenance training. This taught basic skills in bike fixing and how to ensure that children's bikes are set up properly and are roadworthy.

This was provided as part of the Bike It School Mark scheme, which is a range of measures to sustain levels of cycling and a cycling culture after a school's Bike It officer has moved on.

## Policy Engagement

### Mayoral Strategies

We are continuing input into the development of key Mayoral Strategies in London. The Mayor's Transport Strategy and the London Plan are currently being rewritten and through the summer we advised the Mayor's office and the London Assembly on how to ensure that the plans work for London.

We praised the Mayor for his stated commitments to cycling and walking in London, including the development of major schemes like the cycling superhighways and central London cycle hire. However, we are continuing to push for more priority to be given to supporting new and vulnerable cyclists and improving local environments.

For example, we are calling on the Mayor to set targets for equitable access to cycling to address the fact that roughly half as many cycle trips are made by women and girls than by men and boys.

Sustrans is also critical of some of the Mayor's emerging policies. We called for the plans for additional airport runway capacity in the London area (potentially via a new airport in the Thames Estuary) to be

dropped and for alternatives to air travel to be pursued instead.

We also criticised the priority being given to electric cars in the capital, since more electric cars will do little or nothing to tackle congestion, improve road safety or improve Londoners health or quality of life. These crossover benefits are best achieved through active travel.

### Smoothing traffic flow

One of Mayor Boris Johnson's priorities for transport in London is 'smoothing' the flow of traffic. This means improving the performance of the road network to create more predictable and less stop-start journeys. Sustrans has participated in a process of scoping how the Smoothing Traffic Flow programme should work.

We made the point that reducing congestion and smoothing the movement of people are laudable aims. Indeed, with London's projected population growth over coming decades, serious policies are needed to keep people and goods moving on London's streets efficiently. Sustrans believes that the most effective (and most cost effective) means of increasing London's overall transport capacity is to strongly prioritise the modes that are the most efficient use of road space – walking, cycling and buses.

A large proportion of shorter journeys are still done by car in London; about half of journeys in the 1 to 2km range are by car, as are about 10% of journeys under 0.5km! More of these journeys being done on foot or by bike could make a major contribution to smoothing traffic flow.

### London Car Free

Sustrans is supporting an initiative to develop car-free neighbourhoods in London. London Car Free is a new organisation which is asking people to imagine how life would improve if cars were removed from parts of the city, where people could live free from traffic and where children could play around their homes in fresher cleaner air.

Successful car free neighbourhoods already exist in several German cities and London Car Free draws inspiration from them. To find out more about traffic free developments and to support the idea for London, visit: [London.carfree.org.uk](http://London.carfree.org.uk)



# Out and about

## Events



Sustrans participated in both of this year's mass participation bike ride events. The Mayor of London's Skyride in Hounslow in mid August attracted some 11,000 people and was considered by all to be a huge success. Many thanks to the Rangers that ably manned the Sustrans stand, particularly Peter Sandwell. As we go to press, we're also looking forward to attending the central London Skyride on the 20th of September.



**Thanks to Gemma Slaven for raising over £600 for Sustrans at the London Triathlon**

Sustrans staff and volunteers also made our first ever appearance at the London Triathlon on 1-2 August at the ExCel Centre. We were cheering on our competitors in the event and they all did fantastically well, raising over £2,000 in much needed funds for Sustrans as well as achieving impressive times in all their races. A special thank you goes to Gemma Slaven who raised the most money at

over £600 and won a World Cup Helmet kindly donated by MaxGear. Well done Gemma!

## Get involved with Fresh Air Miles

This summer saw some of the first ever Fresh Air Miles sponsored rides in London, organised by volunteer Rangers. We'd like to thank everyone who has organised or participated in any of the rides so far and a special thank you goes to Dan Rootham who raised over £200 for Sustrans on the Gatwick to Greenwich ride. Fresh Air Miles rides have been a great way to engage more

people with Sustrans' work and help them discover (or rediscover) the joy of cycling on their local traffic-free routes, potentially building their confidence to start cycling more of their daily journeys. We want to organise more sponsored rides all over the London area but we need volunteers to help us – whether or not you are already a Sustrans volunteer Ranger, if you're interested in organising your own Fresh Air Miles fundraising ride then please get in touch! Email [freshairmiles@sustrans.org.uk](mailto:freshairmiles@sustrans.org.uk) or call 0117 9150135.

## New entrance opens new route to Finsbury Park Station

The northern entrance of Gillespie Park was opened to the public in June. As part of Islington's Connect2 scheme this simple intervention has made a new, attractive route to and from Finsbury Park Station possible.

## Volunteers



We have recently developed a volunteer project with Transport for London and the London Borough of Waltham Forest to maintain the route around Banbury Reservoir, which has links to the Lee Valley Park and National Route 1.

Monthly workdays, which started in September, involve litter and vegetation clearing, protecting 120 fruit trees which have recently been planted and generally making the routes more attractive to get more people using them. If you would like to get involved, please contact: [volunteers-london@sustrans.org.uk](mailto:volunteers-london@sustrans.org.uk)

Other volunteer developments include: a reinvigorated Ranger group on National Route 13 in east London, a new partnership with British Waterways London to help look after routes along the canals, including opportunities to get involved and assist British Waterways Ranger, Joe Young, with towpath patrols and Two Tings campaign events, and new opportunities for office volunteers, with volunteers now giving invaluable help with greenways area studies, events, and the DIY Streets programme.

## Introducing...

### Matt Winfield



As Greenways Manager, Matt oversees our route development in London. He leads a team of three people that are working on a wide range of projects to identify and deliver walking and cycling routes that are helping London become a better place to get around on foot and bike.

Matt's first professional experience of sustainable transport was in the USA, where he lived for several years. He worked for the League of American Bicyclists, campaigning for more cycle facilities in US cities... a challenging task if ever there was one!

When Matt returned to the UK in 2006, he chose Sustrans as the best place to continue his career. He started as Area Manager for North London, but quickly moved on to have London-wide responsibility.

In his time at Sustrans, Matt has taken London's route development forward significantly. He has consolidated Sustrans position as a key player in London, and has a central role in running the capital's greenways programme.

Matt and his team work closely with Transport for London, London's local authorities and a host of other key partners, including British Waterways and the Royal Parks.

## Uxbridge to Rickmansworth



### The Route

#### Family friendly ride

**Distance:** 8 miles/13 km

**Terrain:** flat towpath routes with one sharp incline in the Springwell area

**Getting there:** rail/underground stations at Uxbridge, Denham and Rickmansworth

**Maps:** Transport for London (TfL) Cycle Guide 3 – free from TfL / Colne Valley Trail map available from the local cycle group SPOKES - [www.spokesgroup.com](http://www.spokesgroup.com) and also available at the Colne Valley Park Visitor Centre at Denham Country Park and from the canal information centre at Rickmansworth Lock

**OS maps:** Explorer 172, Landranger 176

**Tourist information:**

Uxbridge - 01895 250706



Between Uxbridge and Rickmansworth, Route 61 passes through the Colne Valley, largely following the Grand Union Canal. The route provides excellent views of the River Colne and numerous lakes. In its entirety the Colne Valley Regional Park runs from Staines to Rickmansworth and provides the first real taste of countryside at the edge of north west London.

Unfortunately, Sustrans signing is not scheduled to be completed until 2010, so it's important to take either the TfL or Colne Valley Trail cycle maps mentioned above. Also, look out for the Colne Valley Trail waymarkers which sign the route quite well north of Denham Lock.

To get on the right track at the south end of the route there is a half mile road section from Uxbridge Station via the High Street and Oxford Road to the Grand Union Canal towpath. The towpath itself can be reached via the car park of the Swan and Bottle Pub. If you're cycling, it may be easier to push your bike the 200 metres or so along the pavement over the canal bridge after the Sanderson Road traffic lights to avoid crossing the busy Oxford Road twice.

At eight miles long, the route is perfect for a long walk or a comfortable bike ride. It's flat, comfortable and suitable for children and there are plenty of stopping points and

places of interest along the way. For refreshments, look out for Fran's Tea Room at Denham Lock, the Horse and Barge Pub where Moorhall Road meets the Grand Union Canal and the Coy Carp Pub at Coppermill Lane. The Colne Valley Park Visitor Centre, Rickmansworth Aquadrome, and Ann's Cafe and Canal Information Centre at Rickmansworth Lock all make great destinations for a car free family day out. Plus you can explore the nature reserves adjacent to the route at Springwell and Stocker's Lakes (although cycling is not allowed in these areas) and watch various watersports activities on some of the other lakes that the route passes by.

There can be quite heavy traffic where the route crosses the canal at Moorhall Road so if you're cycling with children or are not very confident on roads you may prefer to push along the pavement for this short stretch. Also, be particularly careful at bridges and locks and at sections of path around the middle of the route where there are sections of quite narrow path.

Rickmansworth Station is accessible from London Marylebone Station in only about 20 minutes and the Metropolitan Line goes to both Rickmansworth and Uxbridge. Bikes can be taken on the Underground free of charge, but only certain sections of lines and outside peak times. Check [tfl.gov.uk](http://tfl.gov.uk) for details.

From Rickmansworth, you can continue traffic-free on National Routes 61 and 6 to Watford and from there the route is open and predominantly traffic-free as far as St Albans, Hatfield, Welwyn and Hertford, with the exception of one gap south west of St Albans.

#### Date for your diary

##### Join The Wave to Stop Climate Chaos

On 5 December, days ahead of the UN's climate summit in Copenhagen, thousands of people from across the UK will flow through the streets of London as part of The Wave.

The Wave will be the UK's biggest ever demonstration in support of action on climate change and will demand that the UK government quits using dirty coal, protects the world's poorest, and acts fairly and quickly. The Wave is being organised by Stop Climate Chaos, a coalition including Sustrans and more than 100 organisations and their 11 million supporters, who are working together for positive action against climate change.

Find out how you can take part in The Wave at:  
[www.stopclimatechaos.org/the-wave](http://www.stopclimatechaos.org/the-wave)

Programme:	Greenest Borough Strategy	Report Author:	Alex Gear/Rob Mathers-Reilly	Reporting period:	Sep-09	No. of projects	29 Key Projects
							1 Completed Project 55 Live Projects

**Programme Status Review**

Quarter two of 2009/10 has seen a number of key achievements aimed at delivering the Greenest Borough Strategy.

First and foremost Haringey council are delighted at the successful bid to establish a low carbon zone in Muswell Hill. Developed with a cross departmental team along with external partners such as Muswell Hill Sustainability group and British Gas, the bid will involve 1000 buildings including private houses, homes for Haringey blocks, 3 schools and up to 30 businesses.

A scheme aimed at making energy monitors available to the community has been launched. The wireless monitors show how much electricity is being used, including the appliances costing the most to run. They can now be accessed from all libraries within the borough.

Further to the changes in quarter 1, the recycling service available to residents has improved once more in quarter 2. The mixed-material (commingled) recycling collection now includes an expanded range of materials.

They are:

- Drink cartons (such as Tetra Paks)
- Plastic bags
- Plastic pots, tubs, trays and punnets (including yoghurt pots and margarine tubs)
- Plastic to the paper, cardboard, plastic bottles, tins/cans and glass bottles/jars that could already be recycled through our green box, estate and bring bank services.

This is in addition to the paper, cardboard, plastic bottles, tins/cans and glass bottles/jars that could already be recycled through our green box, estate and bring bank services.

Haringey Council has also signed up to the national 10:10 project, which encourages individuals, businesses and organisations to reduce their emissions by 10 per cent during the year 2010. The project, backed by groups such as the Carbon Trust, aims to put pressure on governments ahead of December's UN climate talks in Copenhagen. While politicians have argued for 2030 as a target date, scientists say this is too late and world emissions need to be cut by 2010.

The pledge has so far been signed by organisations including the Royal Mail, as well as by individuals, but the City Council is hoping that by signing up to the project, other groups across Manchester will be encouraged to follow. An energy infrastructure study has been completed with the findings to be analysed and discussed over quarter 3. The study is in two parts: the first of which is to develop a model for assessing energy capacity for development options. The second phase is to evaluate the impact of energy saving measures on water conservation. Supported by the Energy saving trust, the campaign aimed to promote the advice service on offer. Following this an advertising campaign ran promoting the laur

**Traffic Light Commentary**

ID	Project	Timescales	Resources	Budget	Issues	Risks	Comment
<b>Priority 1 - Improving the urban environment</b>							
11A2	Waste Management Contract	G	G	A	G	G	10 bidders completing POQ responses. Evaluations and bidder presentations will take place in September. Public consultation included in July's Haringey People and officers have attended all area assemblies with final report due in October. There is one amber risk in relation to budget (See R17 below), the overall risks are Green.
13A2	Improve Cleanliness	A	A	G	G	G	Action plan for dumping is in place. Survey of pilot group residents completed, programmes of targeted enforcement in place and consultation with trade waste providers started. BY199 action plan is in place. Emphasis will be on a combined new plan for dumping and cleanliness under priority of 'Cleaner Haringey'. Timescales - Need to reschedule outstanding and new actions. Resources - Env Crime restructuring has establishment gaps.
13A7	Street Enforcement Reshaping	A	A	A	A	A	Staff and trade unions were formally consulted on the new structure, job descriptions and proposals for extended hours of operation. General Purposes Committee on 25 July approved the new structure. Process mapping is ongoing. A communications strategy is being developed. The project is Amber due the uncertainty over mobile working funding.
13A13	Active Citizens	N/A	N/A	N/A	N/A	N/A	Project yet to begin. Consultation with existing CVs in Sept 09.
<b>Priority 2 - Protecting the natural environment</b>							
22A1	Biodiversity Action Plan	N/A	N/A	N/A	N/A	N/A	Draft plan discussed at BH Board July 2009. Reporting to begin next month.
23A2	Parkforce	G	A	A	A	G	Internal resources are deployed but are limited by hours available within Parks budget
24A4	Markfield Park	A	G	R	R	R	Until we know when Transco will connect the gas supply to the pavilion, we have no date for the overall park work to be complete.
24A5	Lordship Rec	G	G	R	A	A	Community concerns for the proposed designs for the landscape and water course requires consideration and some remedial actions.
	Muswell Hill	A	G	G	A	G	Timescales - The Tendering process timeline to be adjusted in light of consultation and visitor survey outcomes. Issues - milestone dates needs re-working to meet tendering and procurement committee dates and provide opportunity to catch up.
	SULP	G	G	A	A	G	Bidding for DCMS funding may impact on PRP programme. Currently £45k underspent due to timing of invoices, rectified in September. Although likely underspend in Sept due to late start of Reception works now October.
24A14	Enfield Crematorium	N/A	N/A	N/A	N/A	N/A	Project at initiation stage
<b>Priority 3 - Managing environmental resources efficiently</b>							
31A1-4	N1 186 / Carbon Reduction Strategy	G	G	G	G	G	Project on-course
31A5-8	Low Carbon Energy Projects	G	G	A	G	G	Currently no budget for renewable/low carbon technology for borough wide projects (corporate/school buildings can access SALIX and SIF). This may have made our application to Low Carbon Zones less likely to be successful compared to other local authorities.
31A9-12 & 32A7	Carbon Pledge Scheme	G	G	A	G	G	No budget available. Funding will be needed to support delivery of activities/events provided through the CCA, to support members and encourage participation. Costed proposals for this scheme being prepared (other LAs have required approx £20k/year 1).
33A1-8	Increasing Recycling Schemes	G	G	A	A	G	Two services brought forward to help improve performance, which has had an impact on the budget. Awaiting confirmation that budget can be brought forward.
<b>Priority 4 - Leading by Example</b>							
	Accommodation Strategy	G	G	G	G	G	Options for Strategic Housing's public facility and HH referred to CEIMB. Works on Level 6, Alexandra House underway for late-August occupation. Consultation underway with next groups due to move. Refurbishment of RPH former tenants' floors underway.
	LA Carbon Management Programme	A	G	A	R	G	Largely dependent on engagement with schools. Programmed works currently exceeds budget. School gas consumption is increasing year on year.
	Sustainable Procurement Action plan	A	A	G	G	A	SPAP complete and endorsed by the Better Haringey Stream Board. Require assurance on forward plan commitment. Only sustainable procurement manager working on the action plan. Risk of Colleague rejection.
	Fleet Management	R	R	G	R	G	Fleet Manager currently on long term sickness leave - therefore currently unable to develop the fleet action plan.
<b>Priority 5 - Ensuring sustainable design and construction</b>							
51A1-2	Sustainable and Renewable Energy (Phase 1 & 2)	G	G	G	A	G	The study is aspirational and is based on number of development scenarios for the pilot sites.

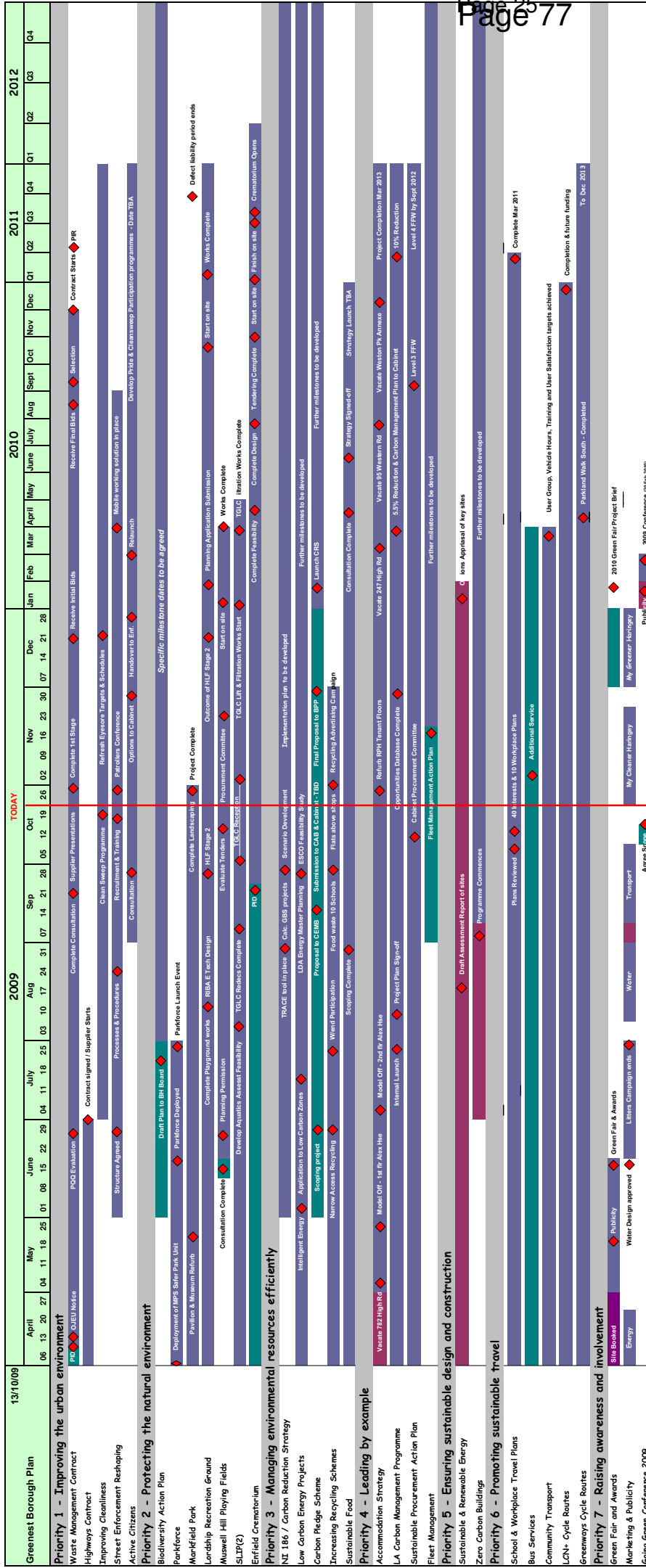
52A3	Zero Carbon Buildings	A	A	A	A	A	G	Yet to begin. Project Brief to be developed. Currently no budget. Support from other services responsible for the programme being received.
<b>Priority 6 - Promoting sustainable travel</b>								
61A4	School & Work Travel Plans (S&WTP)	G	G	G	G	G	R	School travel plans to be reviewed by 30 September and it is expected 5 workplace travel plans will be in place by target date.
62A3	Bus Routes	G	G	G	G	G	R	Public Transport Liaison meeting held in April 2009 bus service issues discussed; North London Transport Forum meeting held issues of public transport discussed. Responded to recent TTL consultations on bus service changes. TTL undertaking a review of a number of bus routes and renewing contracts in 2010. Risk - TTL may not take into account our suggestions for service changes.
62A4	Community Transport	G	G	G	G	G	G	Budget issue resolved - funding for scheme through LIP 2010/11
63A3	LCN+	G	G	A	G	G	R	Project has been running for several years and was due for completion at end 2010. 2009/10 programme includes developing link 81 (Archway Road to Alexandra Palace station), link 79 (Bounds Green road junction with Tuoro Road) and link 83 Green Lanes.
63A1	Greenways	G	G	A	G	G	A	Projected spend is based on our overall programme to completed the network. Schemes will be developed within and limited by our actual funding available
<b>Priority 7 - Green Fair &amp; Awards</b>								
71A1	BH Green Fair & Awards	G	G	G	G	G	G	Green fair and awards successfully held. £8000 received in sponsorship and £800 in stall fees. Closure Report to go to July P7 Board.
71A2	Going Green Conference	G	G	G	G	G	G	Planning for the next conference will commence in October
71A3	Outdoor Campaigns	G	G	G	G	G	G	Currently awaiting further information on the MY Haringey campaign.

Key programme risks (red/amber risks only)

Item	No	Title	Description	Impact	Probability	Proximity	Mitigation	Owner	Risk Rating		
									9	10	36
									R	A	G
24A5	R-2	Lordship Rec - Misonnections to River Moselle	External to the park misonnections up stream impacting on the open water facility with the park. Water quality issues are still a cause for concern.	H	H		The EA have offered their support and financial contribution towards hydrodynamic separators which can assist in cleaning polluted water. The EA are looking into the feasibility and costs of this option outside the project to ensure the river design continues to progress. LBH will continue to pressurise Thames Water to improve the misonnections in the Tottenham area.	LBH (AR)	R		04-Jul-05
24A5	R-3	Lordship Rec - Budgets and Financial projections	From the stage 1 submission design developments for the projects have now been confirmed with implications for the project budget and match funding requirements under the conditions from the HLF.	H	H		Detailed cost planning exercise at RIBA Stages D and E to give a clear indication of the cost trends for the works proposed. Detailed Value Engineering Exercise to take place once costs have been reconciled against the budget.	NPS/LBH	R		2009
24A5	R-4	Lordship Rec - Construction delays	Delays in the construction process with a view to the 2012 Olympics impacting on labour and materials for projects in the London area.	H	H		Early decision to proceed to tender to ensure the project is complete ahead of the Olympic Village completion date.	LBH (AR)	R		2011
24A5	R-5	Lordship Rec - Health and Safety	Implications for the procurement and management of the project in the park to ensure areas are accessible to members of the public during the construction phase of the works. An agreed phasing and management of the works and community engagement.	H	H		An agreed procurement route to be developed and agreed with all parties to ensure the appointment of a Principal Contractor under the terms of the HSE with overall responsibility for the safety on the site for all of the projects scheduled.	NPS/LBH	R		2009
24A5	R-6	Lordship Rec - Statutory Controls	Due to the land designation being MLO the prospect of onerous Planning Conditions being applied may impact on the development of the schemes as proposed.	H	M		Early discussions with Statutory development control from LBH and public consultations have taken place to reduce the potential unknown conditions being applied.	NPS	A		2009
24A4	R7	Markfield Park - O'Donovan's problems	Inadequate monitoring / lack of enforcement action against O'Donovan's leads to continual polluting of surface water drainage.	M	H	On-going	Enforcement need to investigate this regularly and penalise them if problems arise.	Enforcement	A		On-going
24A4	R8	Markfield Park - Gladesmore's works in park	Gladesmore Community School plan to carry out drainage improvements in the school as part of their BSF works. Some of the work needs to be done in the park which will lead to more construction work being carried out in Markfield after our works are complete.	M	H	Aug-09	Work with the school to investigate an alternative solution for these works that doesn't involve working in the park. If no alternative solution can be found, measures will have to be put in place to safeguard the park.	Property and Contracts	A		On-going
24A4	R9	Markfield Park - Additional costs	Whilst the contractors are still on site, there is the possibility that additional problems will be encountered that will have additional cost implications.	H	M	Aug-09	Report any problems when they arise and try and manage the budget within the agreed costs.	Recreation	R		On-going
	R10	Sustainable Procurement Action Plan - Colleague rejection	Contract officers may reject the changes proposed	H	M	Ongoing	Category managers to be fully briefed on agenda. Regular audits of compliance.	BB	A		12-Jan-10
	R11	Staff Travel Plan - All travel plan initiatives requiring funding	Travel Plan annual monitoring/survey & review. Cycling parking infrastructure, doctor bike events, promotional activities cycling + walking events. Annual licence for car sharing facility. Purchase of electric pool bicycles.	H	H	Ongoing	Does not happen?	EL	R		Ongoing
62A3	R13	Bus Services - No action by TTL	TTL as bus service planning authority takes no action on changes sought by the Council and other stakeholders	M	H		Provide strong support and justification for the changes sought. Better understanding of TTL's decision making in developing bus services.	Malcolm Smith	R		TBA
63A3	R14	LCN+ - Failure to implement by end 2010	Project has been on going for several years and was due for completion at end 2010.	M	H		Seek alternative funding such as S106	Demos Kettinis	R		
63A1	R15	Greenways - Funding availability	TTL has allocated funding for 2009/10 and put forward initial allocation for 2010/11. However, future funding and hence delivery is uncertain.	H	H		Seek alternative funding such as S106	Demos Kettinis	R		
11A2	New	Waste Management Contract - Budget	Allocation of 500k for consultants and 450k for staff is estimated at this stage to be inadequate. Due to costs including long term sickness, pro-rate salaries of other participating staff and unknown costs of additional resources (external consultants).	M	H		Detailed costing to be incorporated into the Procurement and Consultation Plans. Scope of external Legal Services to be determined and costed.	Emma Cathlane	A		
13A2	New	Improve Cleanliness - Failure to receive IT funding for mobile working	This will make area working more difficult, meaning less visibility for officers as they spend longer in and travelling to the office.	H	M	Sep-09	Ongoing engagement with IT Business Lead. Business Case to be submitted to Corporate IT prioritisation board.	Beverley Taylor	A		
13A3	New	Improve Cleanliness - Launch in September without full working establishment	Due to officers refusing new terms and conditions or not engaging with ring fences.	H	H	Sep-09	Interim cover arrangements to be agreed an implemented. Profile and timing of launch will reflect preparedness.	Robin Payne	A		
13A4	New	Improve Cleanliness - Raised expectations	Service unable to deliver on raised expectations for ward level working.	H	M	Oct-09	Focus on high profile and problem wards, process mapping and cross UE processes. Consultation.	Robin Payne	A		
13A5	New	Improve Cleanliness - Insufficient capacity to support improvements to CVs	There are no transferable resources and no potential for new investment.	M	M	Mar-09	Will need to look at potential for model of support to follow neighbourhood model	Robin Payne	A		
13A6	New	Improve Cleanliness - Inadequate resources to launch new service in September	Back office support to complete communications and new systems so they are ready to use.	M	M	Sep-09	Project Support Officer to be seconded full time to project from mid July, with additional support identified for launch event.	Robin Payne	A		

Item	No	Title	Description	Mitigation	Financial Impact	Owner	RAG			
							R	A	G	
24A5	I-1	Lordship Rec - New river source	Due to the water quality in the existing river/Mosselle with confirmed bacteria and silt levels not being of an acceptable quality to allow for the water to be used in the new open water channel there is a possibility that the water course will be dry.	The use of the ground water drainage from the surrounding area to both improve land drainage and provide a water quantity has now been explored and proposed.	See Cost Plan	LBH/NPS	R			2009
24A5	I-2 <b>New</b>	Lordship Rec - Match Funding (Previously Risk R-1)	For HLF to consider the Stage " submission, all match funding must be confirmed. This was scheduled for September 2009 but the earliest date it could now be achieved is <b>January 2010</b> .	Various options to address the funding gap are currently being pursued.	The funding gap is £1.4m	LBH (AR)	R			Feb-10
24A4	I-3	Markfield Park - Misconnection problems	Enforcement were responsible for a very successful programme of misconnection resolution in 2007/08. The project is now the responsibility of Strategic and Community Housing. We believe that this programme has now been stopped. The misconnections must continue to be enforced so that the risk is minimal of the park flooding with contaminated water in a storm event.	Ascertain if this work is being progressed.	Unknown	Strategic and Community Housing	A			Immediate
24A4	I-4	Markfield Park - Potential future sewage disengagement	Potential future sewage disengagement risk in the park as Thames Water's recent work shows the problems in the catchment areas to be very complex. Major capital investment in the drainage infrastructure is required to resolve this issue.	Work in partnership with Thames Water to resolve problems when they arise. It is Thames Water's responsibility to resolve most of the problems but they may need our permission for some of the work.	Unknown	Rec Services & Thames Water	A			Immediate
24A4	I-5	Markfield Park - Project costs	Project costs are likely to exceed the budget.	Reduce costs wherever possible on site. All additional costs have to be signed off by Paul Ey.	£223k	Rec Services&CP G	R			Jun-09
24A4	I-6	Markfield Park - Unresolved leases	The leases for the pavilion, cafe and Markfield Project are all still unresolved. The cafe lease is in its final stages and due to be completed imminently.	Work with Property Services to finalise these leases.	£0	Property services	A			Aug-09
	I-7	Muswell Hill - Projected Milestone dates revision.	The original timescale was set to achieve a March 2010 completion assuming a 16 weeks works programme. Key dates included a desire to report to the September procurement meeting dates. The scheme is currently 3 weeks behind.	Tender documents need to be commenced ASAP, whilst the timescale is reappraised around a later available procurement committee date.	£0	Marlin Hill	A			TBA
	I-8	SLIP - PRLC Pool hall refurbishment & DCMS bid	Seeking to use current SLIP fund to match against DCMS Bid to further increase programme at PRLC and widen to other centres to improve swimming asset. Do not expect decision on funding until Feb/Mar10. Thus may impact on current timescales for PRLC Pool Hall Refurb.	To seek early indication of when successful bids will be announced, and in tandem conduct feasibility study of PRLC in case of unsuccessful bid, so not to delay project for Summer 2010. Successful bid may push project back to winter 2010, due to additional feasibility work on other centres	Potential positive impact, if DCMS bid is successful between £500k and £1m	Andy Brigs	A			Seek announcement date from DCMS (By Oct 09)
33A1-8	I-9	Increasing Recycling - NI 192 performance	Target for 08/09 not met and projected performance below target for 09/10 owing to external factors	Recycling Action Plan drafted, identifying services or initiatives to boost performance. Two services already brought forward from original planned start date of October 2009.	£0	SM	A			Mar-10
33A1-8	I-10	Increasing Recycling - Recycling budget	New services for 09/10 allocated half-year funding for October 2009 introduction, but two services brought forward to improve NI 192 performance. Revenue budget spend is therefore above profile.	Request submitted to bring forward the second half-year allocation of revenue funding from 10/11. Other costs will be contained through continual budget management.		SM	A			Mar-10
	I-11	Fleet Management - Sickness	Fleet manager currently away from work on sickness leave so is therefore unable to develop the fleet action plan	Source of funding to promote travel plan initiatives through promotional activities through the year.	£0	DB	R			Nov-09
51A1-2	I-12	Sustainable and Renewable Energy (Phase 1 & 2) Pilot sites	Until development proposals are forthcoming in respect of these sites it will be difficult to begin negotiations on the energy issues arising from the development options	Change in date for paper to be submitted to the Leading by example board (November 2009)	None	SN	A			Jan-10
72A1-5	I-13	Environmental Education/Schools - Attendance at teacher training	Teacher attendance at special 'twilight' sessions on Sustainable Schools has been low.	Consultation to be carried out with teachers as part of school auditing process to determine most appropriate timing and format for training.	None	JC	A			Dec-09
	I-14 <b>New</b>	LA Carbon Management - School energy consumption.	School gas consumption is increasing year on year	SSIF fund to be launched	Initial capital outlay will be recovered in the short to medium term through return on investment	BB	R			On-Going

# Greenest Borough Strategy Road Map



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