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Dear Joanne

'Stand and deliver: cycle parking in London'

Thank you for sending a copy of this report to TfL. We have studied the recommendations in detail and are now in a position to offer you a substantive response. We also received a copy of your letter to the Commissioner of 22 July, which referred to the recommendations also.

We found the report to be very useful in highlighting to a wider audience the importance of the provision of quality cycle parking and the extent of the challenge London faces in bringing the provision of cycle parking up to the standards of other major cycling cities. We agree that more can be done to meet increased demand, particularly from commuters cycling into Central London, but are grateful for the Committee's recognition of TfL's considerable investment in provision over recent years. We also think it timely to update TfL's strategic framework for cycle parking in the light of new policy initiatives and changing circumstances.

Taking each recommendation in turn:

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.

TfL is already committed to working with partners including the London boroughs, Network Rail and train operating companies and through travel plans to address deficiencies in provision for cycle parking and to meet the

Mayor's manifesto commitment to provide 66,000 cycle parking spaces by 2012. We agree that it would be useful to draw together these activities and workstreams into a cycle parking strategy against which progress will be reported annually. We will update the Committee on our progress at the end of this year as requested.

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 Draft guidance should be published by the end of this year alongside new draft cycle parking standards.

In May 2005, TfL published design guidance (which collated good practice in design, installation and arrangement of 'Sheffield stand' cycle parking) in the London Cycle Design Standards. This is a developing market and TfL plans to bring together the results of trials into the use of enhanced cycle parking equipment such as the 'M' stand, 'cycle hoops' and 'plant lock' in further practical guidance before the end of the year

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.

The site requirements for each cycle hire docking station have already been specified and planning applications prepared. The specifications do not include additional space for cycle parking as they have been designed specifically to accommodate cycle hire bikes. The designs of the docking stations themselves do not allow the 'locking' of private bikes onto this infrastructure. The scheme is complementary to private cycle use and TfL will continue to provide funding for additional cycle parking to those Boroughs in which the hire scheme will operate. TfL has invited proposals from boroughs for additional cycle parking, and these will be reviewed and confirmed this summer.

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

As above, we already plan to provide additional cycle parking within the cycle hire scheme zone although generally there is insufficient space to include cycle parking within the immediate area of the docking stations.

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.

It is intended that the public consultation draft of the London Plan will include a new section detailing cycle parking requirements for new developments, which will vary by development usage. The draft standards will be informed by "Cycle

Parking Standards: TfL proposed guidelines (2004)", as well as other standards that have been adopted by some boroughs. It is intended that the London Plan will detail requirements not only in quantity, but also security and design of cycle parking at new developments. For central London office locations, where extreme pressures on space may make provision of adequate on-site cycle parking infeasible, the possibility of commuted payments to facilitate provision of nearby off-site cycle parking is under consideration.

TfL intends to undertake analysis on the space requirements for cycle parking in different building types (building on the recommendations for cycle parking in new homes in the newly published draft London Housing Design Guide). Different building types will have differing requirements for cycle parking, and the potential for cycling in each building type will vary also. Our work will assist in defining what new standards for cycle parking provision should apply.

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.

TfL's 'Cycle Parking Standards: TfL proposed guidelines (2004)' will be reviewed and strengthened and will be published as good practice guidance to accompany the cycle parking standards in the London Plan.

Allow the boroughs more freedom to allocate transport funding to schemes to improve residential cycle parking off the public highway.

As the Committee may know, every London borough is, for the first time this year, receiving £100,000 in their Local Implementation Plan funding to spend as they choose. Any council could decide to use that additional funding to improve residential cycle parking off the public highway. TfL is also looking at what innovative ways we can assist Boroughs, property companies, housing associations, and households increase the provision of residential cycle parking.

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.

There are a number of significant property, commercial and security issues that constrain the use of private underground car parks for public access cycle parking. As part of TfL's workplace travel planning programme, surveys are

already undertaken with organisations employees to determine the potential to increase the number of staff cycling to work, by identifying any barriers to take-up. This is combined with site audits (including of available car parking) to determine the opportunities to install measures such as cycle parking. This is an important part of the travel planning process as it ensures information is captured on current travel habits, as well as the potential for change and what measures are necessary (and practical) to bring about that change. There are however real and significant challenges in undertaking car parking utilisation surveys, particularly in underground premises, which make this impractical. The two most important factors are:

- Gaining agreement from building tenants and/or freeholders to access premises. Previous work in 2004/5 of available private non-residential and public off-street parking resulted in surveyors encountering significant difficulties accessing premises, preventing an accurate picture from being established.
- Undertaking a survey over an appropriate period of time (covering at least one working day - 0800:1800) and at regular intervals in order to establish peak levels of utilisation.

We have no plans therefore to undertake an additional survey of underground car parking spaces. TfL will however continue to work with London boroughs (building on work already taking place with the London Borough of Camden, City of Westminster, with Partnerships such as at Finsbury Park and third parties such as Network Rail, SouthWest Trains, NED Railways and 'On Your Bike' at London Bridge) to identify opportunities in public car parks and unused property for access-controlled cycle parks.

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.

The TfL website provides details of all stations, including underground stations, with cycle parking. This is also shown on the 'Journey Planner' page. We plan that at all 60 Tube stations with London Underground-managed car parks, between one and three vehicle parking spaces will be converted to secure cycle parking by 2012. This would deliver between eight and 24 cycle parking spaces at each affected station. Work will commence this summer, now that agreement has been reached with car park contractors. A full programme will be published by the end of this year.

The Association of Train Operating Companies (TOCs) has compiled data on the availability and use of cycle parking at stations. TfL would like Network Rail and TOCs to provide updated information on number of spaces, capacity and use of cycle parking provided at each station. Meanwhile, TfL, the GLA and Network Rail are working together on a plan in response to the Secretary of State's £5m Initiative to bring provision for cycle parking at major stations up to the standard that is common in continental Europe by 2012. This will include

what can be achieved in the short term i.e. two years, medium term i.e. 2012 – 2015 and the longer term.

Finally, in their response to the Committee, the London Borough of Islington queried the provision of cycle parking on the Transport for London Road Network (TLRN). TfL has a rolling programme of improvement developed through on-going liaison with boroughs, local cycling groups such as the Islington Cycling Action Group (ICAG), and requests from the public. ICAG provided to us a list of possible locations for cycle parking which we assessed. Cycle parking has been provided at those locations where it would be of greatest use and where space constraints allow, and the A1 is a good example. We will liaise with Islington about where else on the TLRN they consider cycle parking could be provided.

I hope this update is useful and I am grateful for the opportunity to comment.

Yours sincerely

David Brown
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