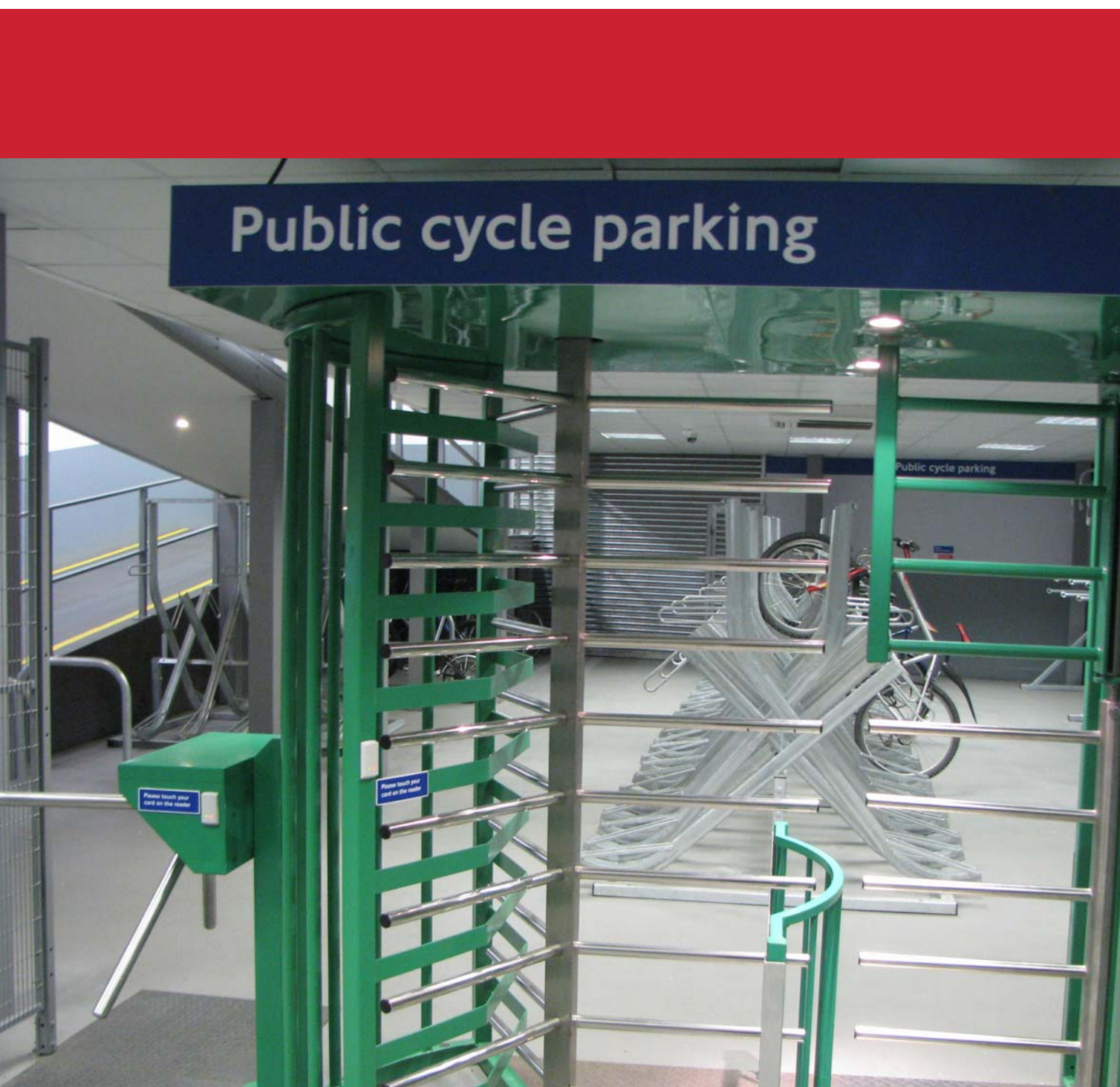


Stand and Deliver Cycle parking in London

June 2009



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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. For press enquiries please contact Dana Gavin on 0207 983 4603 or 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.¹ The Mayor of London has an aspiration that there should be more than double the current level of cycling trips by 2025.² The London Cycling Campaign estimates that an additional 100,000 cycle parking spaces will be required to meet demand.³

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.⁴ 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 2008.⁵

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.⁶ Figures from the Metropolitan Police Service show that the number of bike thefts reported in 2008/09 was over 18,000.⁷ 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.⁸ 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.”

¹ TfL, *Travel in London*, April 2009, Table 2.1

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

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

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

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

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

⁷ Mayor's Question 986/2009

⁸ 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 2011.⁹ 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.

⁹ 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.¹⁰

“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.”

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.¹¹

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.

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.

¹⁰ TfL, stakeholder holder meeting, transcript pp. 27 & 28

¹¹ 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

“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.”

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.¹²

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.¹³

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

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.¹⁴

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

¹² 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.

¹³ Wandsworth cycling campaign, written submission

¹⁴ See, for example, the written submission from Kinston Cycling Campaign

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.¹⁵ One former car parking space can typically accommodate eight parked bikes if stands are installed.¹⁶

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.¹⁷ 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.¹⁸



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.¹⁹

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.”

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

¹⁶ Bikeoff, stakeholder holder meeting, transcript p. 14

¹⁷ For example, see written submissions from the London Boroughs of Camden and Ealing

¹⁸ London Borough of Camden, stakeholder holder meeting, transcript p. 12

¹⁹ 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.²⁰ 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.²¹

"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.²² 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.²³ TfL confirmed that locating docking stations would be difficult, particularly in Westminster where space is most in demand.²⁴

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.

²⁰ Mayor of London, *Way to Go!*, November 2008, p. 24

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

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

²³ Royal Borough of Kensington and Chelsea and London Borough of Hackney, written submissions

²⁴ TfL, stakeholder 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.²⁵

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.²⁶

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”.²⁷ 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.²⁸ A TfL scheme at Walworth Road in Southwark to remove railings where 60 new cycle stands were installed has been cited as good practice.²⁹

“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.”

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

²⁶ 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.

²⁷ Mayor of London, *Way to Go!*, November 2008, p. 23

²⁸ London Borough of Hackney, stakeholder holder meeting, transcript p.12

²⁹ Southwark Cyclists, stakeholder holder 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.³⁰ 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.³¹



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

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

³¹ 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

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

TfL observed 91 per cent more cyclists on its roads 2007/08 than it did in 2000/01.³² 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.³³

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

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.³⁴ 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.³⁵ Our survey highlighted that even when new residential developments include cycle parking for residents, provision for visitors is often lacking.³⁶

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.

“Often in new residential blocks there is resident cycle parking, but none for 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.³⁷ Only 3 per cent of respondents to the Committee’s survey considered

³² TfL, *Travel in London*, April 2009, p. 116

³³ London Borough of Camden, written submission

³⁴ Southwark Cyclists, stakeholder meeting, transcript p. 7

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

³⁶ 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).

³⁷ 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.³⁸

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.³⁹ 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.⁴⁰

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.⁴¹ 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."

³⁸ 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).

³⁹ London Borough of Ealing, stakeholder meeting, transcript p. 7

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

⁴¹ 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.⁴² 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).⁴³

"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."



Cycle parking lockers at Frampton Park Estate in Hackney

⁴² London Borough of Ealing, stakeholder holder meeting, transcript p. 9

⁴³ 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.⁴⁴ 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.⁴⁵ 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.⁴⁶ 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

⁴⁴ GSK, stakeholder holder meeting, transcript p. 16

⁴⁵ Better Bankside, stakeholder holder meeting, transcript p. 16

⁴⁶ 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.⁴⁷

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.

“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.”

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.

⁴⁷ 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
Total	1,486

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.⁴⁸

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.⁴⁹ 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").⁵⁰ 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".⁵¹

"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

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

⁴⁹ ATOC, stakeholder holder meeting, transcript, p. 20

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

⁵¹ ATOC, stakeholder holder meeting, transcript p. 20

“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.”

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”.⁵²
- 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.⁵³

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.⁵⁴ TfL considered that commercial cycle parking facilities are likely to need some form of subsidy.⁵⁵

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

⁵² Bikeoff stakeholder holder meeting, transcript p. 21

⁵³ Kingston Cycling Campaign, written submission

⁵⁴ See, for example, Southwark Cyclists, stakeholder holder meeting, transcript p. 22

⁵⁵ 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.⁵⁶

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.⁵⁷

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."

⁵⁶ ATOC, stakeholder holder meeting, transcript p. 24

⁵⁷ 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.⁵⁸ 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.⁵⁹ 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.⁶⁰

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.

⁵⁸ 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.

⁵⁹ TfL, stakeholder holder meeting, transcript p. 20

⁶⁰ 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”.⁶¹ 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.

⁶¹ 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

Approximately how often do you use your bicycle for the following?

Answer Options	Never	Occasionally	Once a week	2-3 times a week	Daily
Work	26	28	19	85	264
Education	153	39	22	20	42
Shopping	24	96	98	138	63
Other	6	59	74	146	102

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?

Answer Options	Response Percent	Response Count
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，
请电话联系我们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 একটি সারাংশ নিজের ভাষায় পেতে চান, তাহলে দয়া করে যোগাযোগ করুন অথবা উল্লিখিত 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

الحصول على ملخص لهذا المستند بلغة،
فرجاء الاتصال برقم الهاتف أو الاتصال على
العنوان البريدي أو العادي أو عنوان البريد
الإلكتروني أعلاه.

Gujarati

જો તમારે આ દસ્તાવેજનો સાર તમારી ભાષામાં જોડતો હોય તો ઉપર આપેલ નંબર પર ફોન કરો અથવા ઉપર આપેલ ટપાલ અથવા ઈ-મેઇલ 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

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