

**Our Ref:**  
**Your Ref:**

16 February 2009

Ross Jardine  
Secretariat  
PP10 / 6th Floor  
City Hall  
The Queen's Walk  
London SE1 2AA

Dear Mr Jardine

### **London Assembly investigation - Cycle parking spaces in London**

London TravelWatch is the statutory watchdog representing transport users in London. Thank you for inviting us to contribute to this Assembly investigation.

We have recently reviewed our policies with respect to cycling in London and will soon be publishing a report to reflect our thinking. Our review was member led and involved site visits, participation in a TfL cycle route study and consultation with 170 stakeholders.

London TravelWatch is unique insofar as we represent all modes and users of London's transport systems. We know that the interaction of cycling with the other modes, particularly walking, is sometimes problematic and there are vulnerable people on the pavements. Considering all users is an important part of our work.

We agree with Transport for London's analysis: *Transport 2025*, that cycling must continue to grow and want to see more cycling, as transport, in London.

We welcome the new Mayor's commitment to cycling in London in his *Way to go!* document, the precursor to the new Mayor's Transport Strategy.

Below are the issues we felt most important when considering our views on cycle parking and also our cycle parking policies.

Cycle parking and storage facilities at home is clearly a key requirement of the cyclist. Without both they will either not cycle or end up attaching their cycle to pedestrian guard railing, street furniture, street trees or private railings.

The stakeholders we consulted generally put cycle parking low down on their list of priorities for investment in cycling in London. This may reflect, in part, the recent investment in cycle parking by the London boroughs, Transport for London and the railway industry, but also a willingness to use unplanned cycle parking, railings etc.

Often cycle stands are located opportunistically where there is an underused piece of land away from public surveillance or as numerous individual stands stretching along sections of pavement.

A significant development in central London will be the proposed cycle hire scheme. This will create a greater demand for land for cycle parking.

Station cycle parking, particularly at London's terminal stations, is in very high demand.

Given all of this and the planned quadrupling of cycling indicated by Transport for London's analysis in *Transport 2025* there will be a much greater demand for space to park cycles.

The needs of others, particularly pedestrians and people with disabilities must be taken into account. It may appear an easy solution to locate cycle parking on the pavement. This may be appropriate, but sometimes narrows further already narrow pavements.

In London and other European cities there are examples of cycle parking implemented on the carriageway.



There are numerous one-off events happening all over London. Sustainable transport is promoted as a way to access these events, but often cyclists arrive at an event and will have difficulty parking their cycle. The *London Cycling Campaign* told us they would like to see the routine provision of temporary cycle parking when events are planned.

Cycle storage at home is a significant issue for those living in flats in London. Climbing stairwells with a cycle and finding room in a small flat is problematical. Transport for London have recognised this and fund cycle storage on social housing estates, though this will clearly be quite limited given the scale of the probable demand. It is to be hoped that this initiative would encourage other agencies to consider this issue at the design and planning stage of new homes, but also to retrofit residential cycle storage. We understand that Cambridge Council has led on planning policies for cycle storage in new development.

### **London TravelWatch's policy on secure cycle parking and storage at home**

London TravelWatch believes that cycle parking should lead demand whether it be at stations, on street, schools or workplaces. This is particularly important given public policy to dramatically increase the number of cycle trips being made.

Cycle parking should be planned wherever possible – *ad hoc* locking of cycles to street furniture looks unsightly, but more importantly may block pavements etc.

Cycle parking should be located where it is under public surveillance.

London TravelWatch supports travel planning for schools, work places and has promoted them as best practice at stations. These concepts need to be extended to town centres and

all generators of travel to determine the levels of cycling parking that is appropriate and its best location.

Town centres, stations and other major attractors of cyclists need cycle parking located in groups that are near by. This may mean allocating land or even carriageway as simply stringing out parking along long stretches of pavement is a poor solution for cyclists.

Proposals for a central London cycle hire scheme are welcomed, but this will mean significant additional cycle parking space is needed. This too needs to be planned in such a manner that pedestrians and others are not obstructed.

Major events in London can attract many cyclists, but require only temporary cycle parking. To facilitate this we want Transport for London and the London boroughs to plan for cycling routinely when they plan for major events in the same way in which bus service diversions are planned around major events.

Cycle storage at home will be a problem for many Londoners, particularly those living in flats. Cycle storage should be an integral part of new developments and retrofitted into existing housing.

If you have any questions on the above please contact me.

Yours sincerely

Vincent Stops  
Streets and Surface Transport Policy Officer