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**Secretariat memorandum**

Author : Vincent Stops

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TS005

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**The London cycle hire scheme**

**1 Purpose of report**

- 1.1 To brief the members on the London cycle hire scheme

**2 Background**

- 2.1 The Mayor intends to introduce a cycle hire scheme in London by May 2010. It is inspired by, but not identical to, the Paris Velib scheme.
- 2.3 6000 cycles of a bespoke design will be located across, broadly, the central area. An online map of the zone is at:  
<http://www.tfl.gov.uk/assets/downloads/Cycling/cycle-hire-zone-map.pdf>
- 2.4 There will be 400 locations where cycles are 'docked' and available for hire. These docking stations will be located on a mixture of carriageway, footway, royal park land etc. The promoters are keen to de clutter footways of unnecessary street furniture as they install these stations.
- 2.5 The scheme is not designed to complement rail journeys as it is judged that so many cycles would have to be located near a mainline terminal station and many of these would only be used once a day. The basis of the scheme is that the cycles are used many times a day for short journeys. The scheme will not be able to accommodate the huge tidal flows of rail passengers at the beginning of the day.
- 2.6 There will be a requirement to register, but how this will work is not yet decided. Nor is there a scale of charges available.
- 2.7 At present TfL are progressing planning permissions for docking stations and are procuring a company to run the scheme.
- 2.8 We have been generally supportive of the proposals. Our concerns about the locations of docking stations on the pavement causing obstruction and the scheme being funded by advertising on the pavement again causing obstruction has been allayed.
- 2.9 Further details are available on TfL's website at:  
<http://www.tfl.gov.uk/roadusers/cycling/11803.aspx#general>

### **3 Equalities and inclusion implications**

- 3.1 The cycles are not designed for children, but will be available to everyone else that can ride a cycle. There are no proposals for specially adapted cycles. There will be a registration fee that may be prohibitively expensive for some but the scale of this charge is not yet known.

### **4 Legal powers**

- 4.1 Section 248 of the Greater London Authority Act 1999 places upon London TravelWatch (as the London Transport Users Committee) a duty to consider - and where it appears to the Committee to be desirable, to make recommendations with respect to - any matter affecting the functions of the Greater London Authority or Transport for London which relate to transport (other than of freight).

### **5 Financial implications**

- 5.1 There are no financial consequences for London TravelWatch.