



Cycle parking implementation plan

Making sure every cycle trip starts and ends with a place to park

MAYOR OF LONDON



TRANSPORT
FOR LONDON
EVERY JOURNEY MATTERS

About Transport for London (TfL)

Part of the Greater London Authority family led by Mayor of London Sadiq Khan, we are the integrated transport authority responsible for delivering the Mayor's aims for transport.

We have a key role in shaping what life is like in London, helping to realise the Mayor's vision for a 'City for All Londoners'. We are committed to creating a fairer, greener, healthier and more prosperous city. The Mayor's Transport Strategy sets a target for 80 per cent of all journeys to be made on foot, by cycle or using public transport by 2041. To make this a reality, we prioritise health and the quality of people's experience in everything we do.

We manage the city's 'red route' strategic roads and, through collaboration with the London boroughs, can help shape the character of all London's streets. These are the places where Londoners travel, work, shop and socialise. Making them places for people to walk, cycle and spend time will reduce car dependency and improve air quality, revitalise town centres, boost businesses and connect communities.

We run most of London's public transport services, including the London Underground, London Buses, the DLR, London Overground, TfL Rail, London Trams, London River Services, London Dial-a-Ride, Victoria Coach Station, Santander Cycles and the Emirates Air Line. The quality and accessibility of these services is fundamental to Londoners' quality of life. By improving and expanding public transport, we can make people's lives easier and increase the appeal of sustainable travel over private car use.

We are moving ahead with many of London's most significant infrastructure projects, using transport to unlock growth. We are working with partners on major projects like Crossrail 2 and the Bakerloo line extension that will deliver the new homes and jobs London and the UK need. We are in the final phases of completing the Elizabeth line which, when it opens, will add 10 per cent to London's rail capacity.

Supporting the delivery of high-density, mixed-use developments that are planned around active and sustainable travel will ensure that London's growth is good growth. We also use our own land to provide thousands of new affordable homes and our own supply chain creates tens of thousands of jobs and apprenticeships across the country.

We are committed to being an employer that is fully representative of the community we serve, where everyone can realise their potential. Our aim is to be a fully inclusive employer, valuing and celebrating the diversity of our workforce to improve services for all Londoners.

We are constantly working to improve the city for everyone. This means freezing fares so everyone can afford to use public transport, using data and technology to make services intuitive and easy to use, and doing all we can to make streets and transport services accessible to all. We reinvest every penny of our income to continually improve transport networks for the people who use them every day.

None of this would be possible without the support of boroughs, communities and other partners who we work with to improve our services. We all need to pull together to deliver the Mayor's Transport Strategy; by doing so we can create a better city as London grows.

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This implementation plan has been produced by Transport for London (TfL) with additional analysis and policy development provided by SYSTRA. All pictures featured in this document have been sourced in London either by TfL or by stakeholders, with permission to use in this document.



CYCLE SUPERHIGHWAY CS6
Elephant & Castle 7 mins

THE RING

UNDERGROUND

Chapter 1 – The case for cycle parking

Cycle parking is key to enabling more Londoners to cycle. Our objective is simple: to make sure that every cycle trip starts and ends with a safe place to park.

Delivering the Mayor’s Transport Strategy

Mayor’s Transport Strategy Proposal 1c:

The Mayor, through TfL and the boroughs, will provide more secure, accessible cycle parking, particularly in residential areas, town centres, public transport interchanges and at key destinations.

The Mayor’s Transport Strategy sets out a vision for a fairer, greener, healthier and more prosperous London.

The strategy’s central aims are to reduce London’s dependence on the car, so that 80 per cent of all trips are made by foot, cycle, or using public transport by 2041, and to deliver the Healthy Streets Approach to help Londoners be more physically active and healthy.

Cycling will play a crucial role in achieving these ambitions. In December 2018, we launched the Cycling Action Plan, setting out how TfL and partners will work together to make it easier for everyone to cycle.

Over the next five years, we will work with boroughs to deliver record investment to expand the Cycleways network, London’s network of high-quality cycle routes that links communities, businesses and destinations across the Capital.

However, if the Cycleways network is to succeed in encouraging more Londoners to cycle, there will also need to be a big increase in the levels of cycle parking available across Greater London.

Our vision is that cycle parking should be a fundamental element of London’s cycle network, integrated into all new cycle route projects.

This document, London’s first ever Cycle Parking Implementation Plan, sets out a strategic, evidence-based approach to delivering cycle parking to unlock the most cycle journeys and to make sure that every cycle trip starts and ends with a safe place to park.



The cycle parking implementation plan

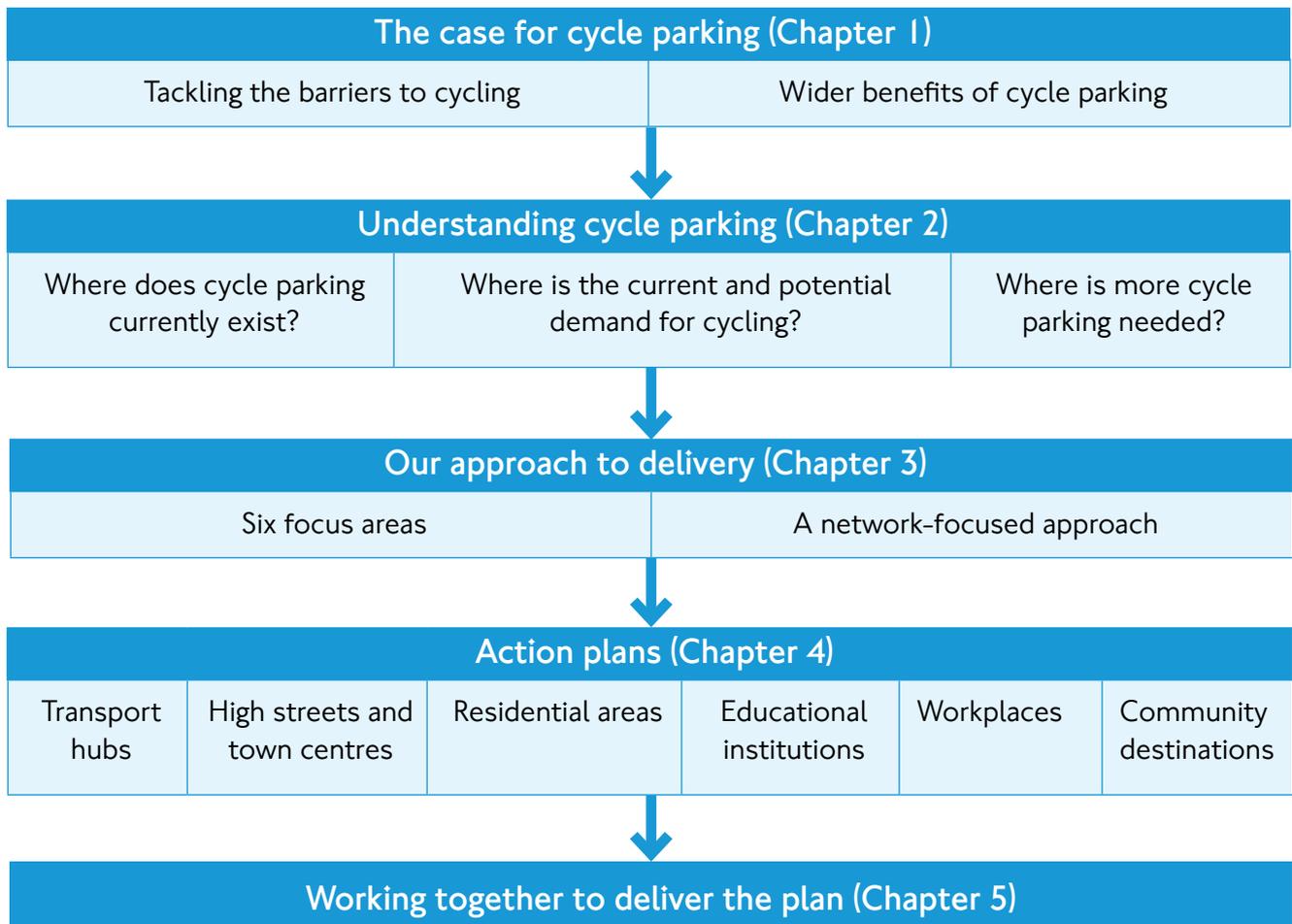
The diagram below shows the overall structure of this implementation plan, including:

- The evidence base for investment in cycle parking
- New demand analysis to highlight the areas of London where cycle parking is most needed
- A new approach to kick-starting delivery, prioritising six focus areas
- Specific actions that we, boroughs and other partners will take to boost cycle parking.

Our vision for cycle parking is a long-term one, and delivering it will require a step change in how cycle parking is valued and prioritised by organisations and decision-makers across London. This plan sets out the specific actions that we will take to achieve this.

Most of these actions are focused on the delivery of new cycle parking across London, and include specific one-year delivery targets for the first year of this plan. We will review progress against these milestones and publish revised targets each year, with a view to setting increasingly ambitious cycle parking aims as our delivery capability grows.

However, our vision for cycle parking in London cannot be achieved by TfL alone. Delivering the cycle parking that the Capital needs will require a close working partnership between a range of other organisations and groups, including boroughs, Business Improvement Districts (BIDs) and other businesses, Train Operating Companies (TOCs), developers and local communities. The plan, therefore, includes several longer-term actions to establish cycle parking and build new partnerships in London, to ensure that everyone can work together to achieve the cycle parking vision.



Tackling the barriers to cycling

Our customer research shows that not providing enough cycle parking can make it harder for people to cycle. There are five main barriers related to cycle parking, and providing more cycle parking facilities is a crucial step in helping Londoners overcome some of these barriers.

Insufficient cycle parking

More than half of Londoners tell us that one of the main factors to deter them from cycling is a lack of cycle parking.¹

Although the proportion of people saying that there is sufficient cycle parking across London has increased slightly in recent years, following delivery of new cycle parking in the Capital, almost half of Londoners tell us it is still insufficient.²

Lack of space to store a cycle at home

Fifty-eight per cent of Londoners do not have access to a cycle in their household.³ This may be because they haven't yet considered cycling, because they cannot afford a cycle or because they do not have the space at home to store a cycle.

The proportion of people who do not have access to a cycle is highest amongst people living in flats, where space is limited, and lowest amongst people living in detached houses.⁴

Cycle theft and vandalism

Cycle theft and vandalism deters people from cycling. Twenty-five per cent of people who cycle, and 22 per cent of people who don't, are put off cycling in London for fear of cycle theft.⁵

When theft occurred, 34 per cent of victims said they had stopped cycling altogether, or temporarily, as a result.⁶

Convenience

Thirty per cent of Londoners say that they do not cycle because other modes of transport are seen as more convenient.⁷ However, this can be the result of many factors, including a lack of access to cycle parking.

If cycle parking is difficult to access, for example requiring the carrying of a bicycle up and down stairs or through multiple doors, or not available within close proximity of the trip's start and end destination, it reduces the appeal of cycling for daily and spontaneous travel.

Cycle parking for everyone

Not everyone experiences the same barriers to cycling and, to be effective, cycle parking must meet a range of user needs.

Seventy-six per cent of people with disabilities are able to ride a cycle⁸ and 41 per cent of those cycling use a two-wheeled bicycle.⁹ However, these users may not be able to carry their cycles over a kerb or lift them onto two-tier cycle parking racks.

Many Londoners rely on adapted cycles such as handcycles, tricycles or recumbent cycles for getting around. These cycles require more space to manoeuvre between cycle stands and, in some cases, will need different types of stands.

Cycle parking for non-standard cycles is also essential to enable the use of cargo bikes and trailers which can facilitate the transportation of goods by cycle and allow families to cycle with their children.

Wider benefits of cycle parking

As shown in the previous section, providing more cycle parking will help address certain barriers to cycling and, ultimately, help increase the number of trips by cycle. Cycle parking also brings wider benefits, helping to create vibrant high streets, enable sustainable growth and boost London's economy. This helps make London a better place for everyone, even those who don't cycle.

Supporting the High Street

The availability of high street cycle parking encourages more people to cycle to the shops, and there is clear evidence to show that cycle parking brings real benefits to businesses.

x5
 The retail spend per square metre for cycle parking is five times higher than the same area of car parking¹⁰


 Local town centres are visited more frequently by people cycling than by people driving (12 monthly visits by cycle vs eight visits by car)¹¹



Improvements to make walking and cycling easier and safer in London's town centres and high streets has led to an increase in retail rental values and to more retail space being filled¹²

9/10

BIDs say that walking and cycling helps creates vibrant areas that are good for businesses¹³

83%

of BIDs say that walking and cycling improvements attract more customers¹⁴



Enabling good growth

There is a consensus amongst stakeholders that creating places that are conducive to walking and cycling can have a positive impact on London's housing supply and the wider housing market.



'The fact that buyers expect cycle storage in new developments still affects saleability and desirability of the property. That is, if we did not provide cycle parking, desirability of the properties would be negatively affected.'

Linden Homes, Cycling and the housing market study, produced by Steer Davies Gleave for TfL, 2017

Improving access to public transport

Public transport has a wider reach as a direct result of improved cycling infrastructure: the average distance cycled to London Underground stations is almost three times greater than the average distance walked.¹⁵



This means that a station's cycling catchment area is 6.5 times greater than its walking catchment area

80,000

cycle trips are made each day to access public transport services¹⁶

2,500

cycle trips are made each hour to and from central London termini stations during peak times¹⁷

Boosting productivity

The provision of cycle parking in the workplace has been proven to increase cycling among commuters, and bring benefits to both employers and employees.

"Cycling provision is increasingly becoming accepted as an integral component of

Grade A office specification"

Richard Kauntze,
Chief Executive, British Council for Offices

Employees who cycle to work take on average 1.3 fewer sick days per year¹⁸. This is worth

£128m per year to the national economy¹⁹

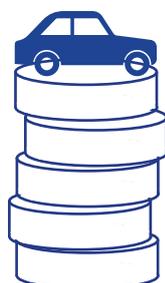
73% of London's BIDS say that active travel is important for attracting and retaining staff²⁰

Reducing the cost of living

Cycling is an affordable and healthy way to get around the Capital, especially compared to a car.

Cost of on-street car parking in the City of London for four hours:²¹

£20.80



Cost of on-street cycle parking in the City of London for four hours:

£0.00



Chapter 2 – Understanding cycle parking in London

This implementation plan is underpinned by new demand analysis, showing where cycle parking is most needed in London. This analysis is stark – it shows the huge need for more cycle parking across the Capital to match the high levels of existing and potential cycling.

Where does cycle parking currently exist?

There has been a step change in our ability to analyse the demand for new cycle parking in London as we are now able draw information from the Cycling Infrastructure Database (CID), the world's largest and most comprehensive database of cycling infrastructure.

In developing the CID, we have amassed data on every street in Greater London, providing an accurate and comprehensive picture of the exact location of on-street cycle parking in the Capital.

We have made this information available to London boroughs and are working with them and other partners to ensure the CID is kept up-to-date. Later in 2019, we will make the CID available to everyone, free of charge, as open data.

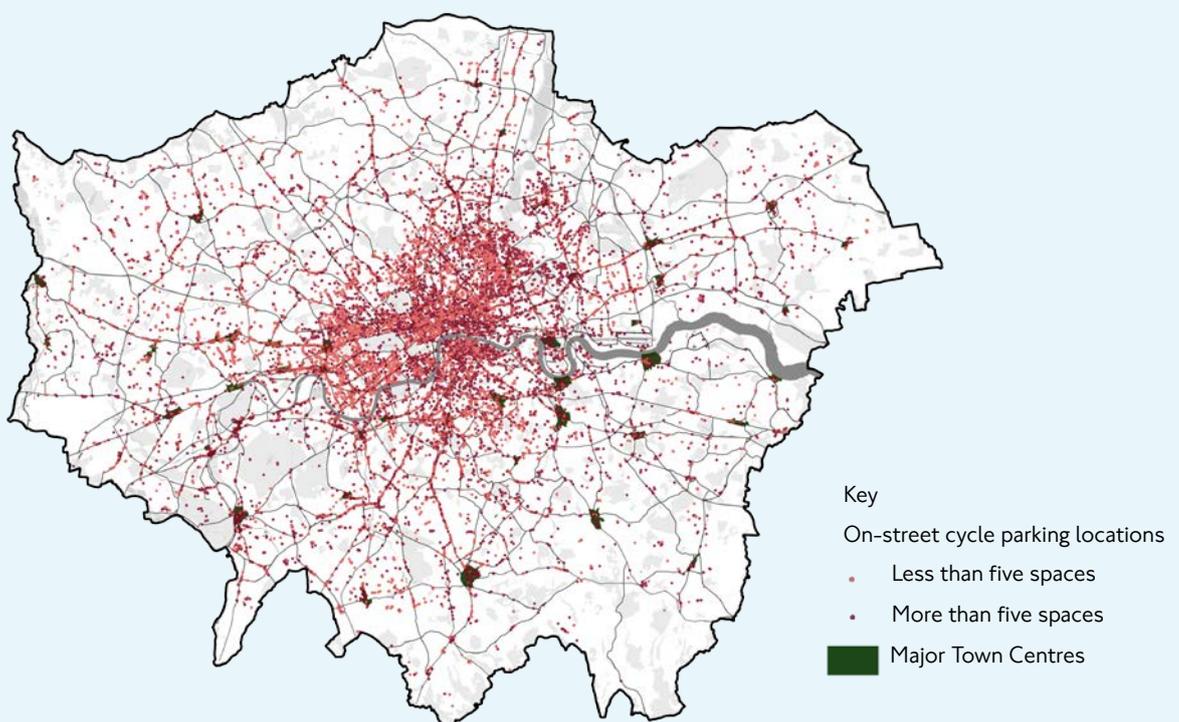
As of 2018, there were 145,449 cycle parking spaces on London streets, spread across 23,691 locations²² shown in Figure 1.

The density of these spaces is generally higher in inner London, although outer London's major town centres and areas which have seen a sustained investment in cycling infrastructure, such as parts of Waltham Forest, have a relatively high density of cycle parking.

This public on-street cycle parking is accompanied by 21,000 Cycle Hire spaces spread across 785 docking stations.²³

In recent years, the amount of secure on-street residential cycle parking has also grown rapidly to number over 7,000 spaces in nearly 1,200 cycle hangars.²⁴

Figure 1: Existing on-street cycle parking spaces across London



The other primary source of information on cycle parking supply is a comprehensive audit of all stations managed by us, Network Rail and Train Operating Companies (TOCs), conducted in 2015. This audit recorded the volume, location and usage of cycle parking at stations across London (Figure 2).

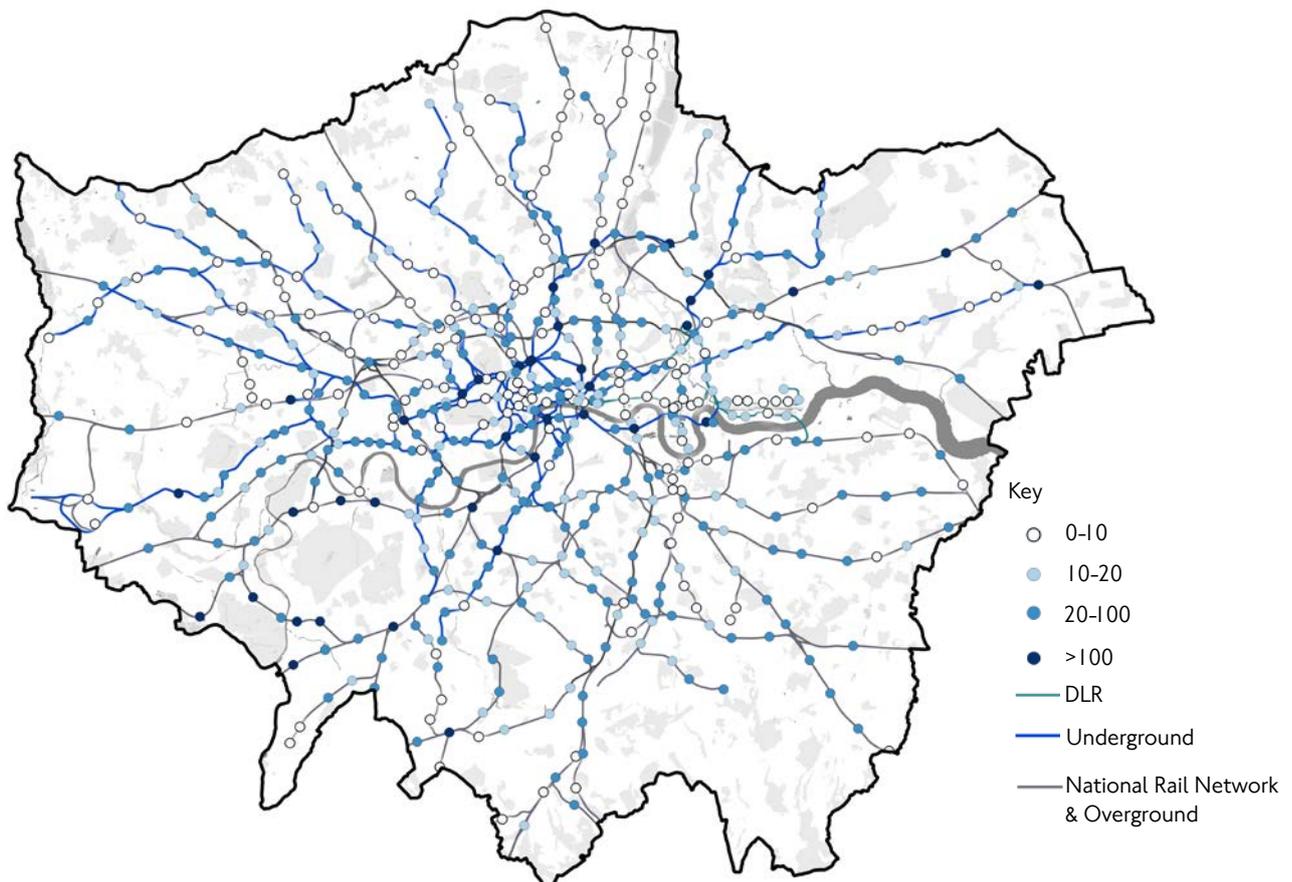
While there are nearly 150,000 public on-street cycle parking spaces in London, and a further 20,000 provided at London's stations, these figures do not account for other cycle parking spaces in off-street locations such as workplaces, educational institutions or residential buildings.

The volume of cycle parking available at and near stations varies considerably across the Capital, with some stations such as North Greenwich offering hundreds of spaces while others do not have any cycle parking nearby.

Over three million people own at least one cycle in London²⁵ and not all are parked in purpose-built cycle parking facilities. Indeed, many cycles are parked informally such as being locked to street furniture or stored on balconies or communal areas. These informal cycle parking locations are often impractical and unsecure.

The type of cycle parking also varies significantly, from standard on-street cycle stands to cycle hubs with secure access and maintenance facilities, such as the Finsbury Park Cycle Hub.

Figure 2: Cycle parking spaces at London stations managed by TfL, and Train Operating Companies, based on a 2015 audit



Where is the current and potential demand for cycling?

At present, most of the Capital’s 720,000 daily cycle journeys take place in inner London.²⁶ Exceptions include suburban south-west London, where cycling levels are relatively high.

Other outer London boroughs, including Enfield and Waltham Forest, are seeing cycling levels grow as investment is made in setting up new routes. This demonstrates that more people will choose to cycle if we make the street environment safer and more appealing.

Our research²⁷ found that every day, Londoners makes 8.2 million short journeys by car, taxi, London Underground and bus that could potentially be cycled. The majority of these are short car journeys.

Figure 4 shows where on the street network current and potential cycle trips are taking place, and Figure 3 shows the purpose of these trips.

While there is a high density of cycling in inner and central London, most of the cycling potential lies in outer London. For every potential cycle trip in central London, there are more than five in outer London. In these areas, much of the cycling potential comprises people making short car trips to and from their home.

Figure 3: Existing and potential cycle trips in London, broken down by purpose

Existing cycle trips

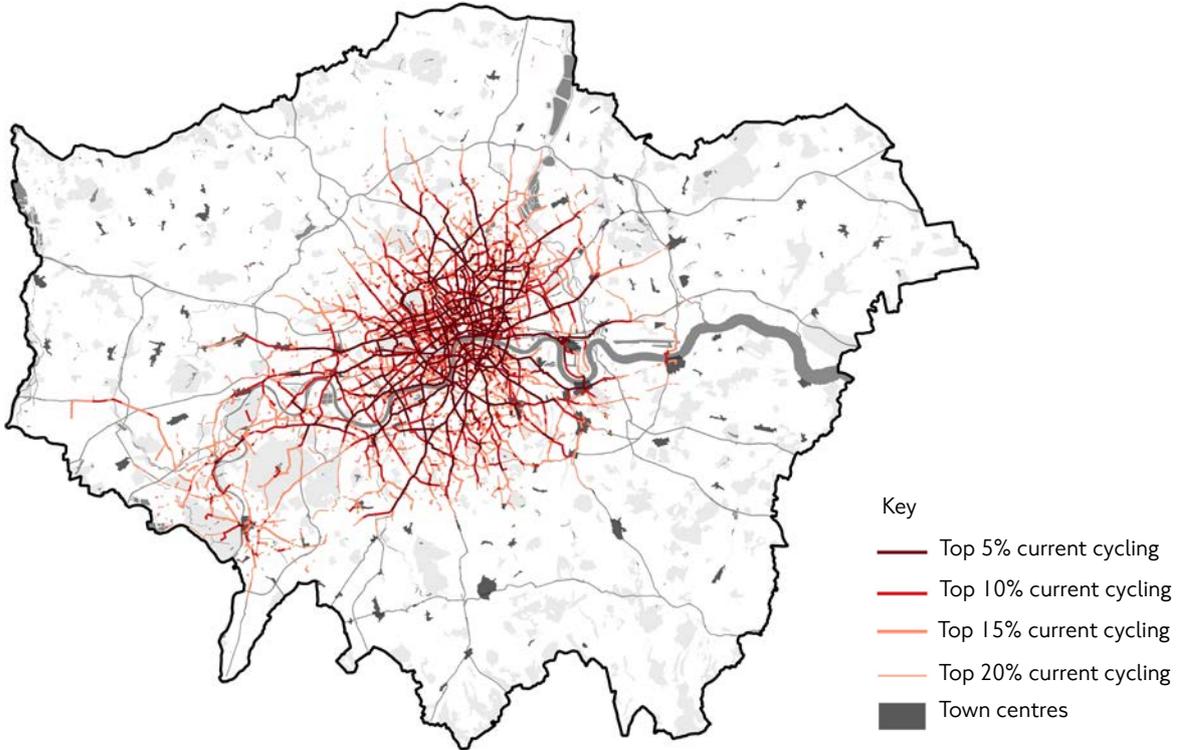


Potential cycle trips

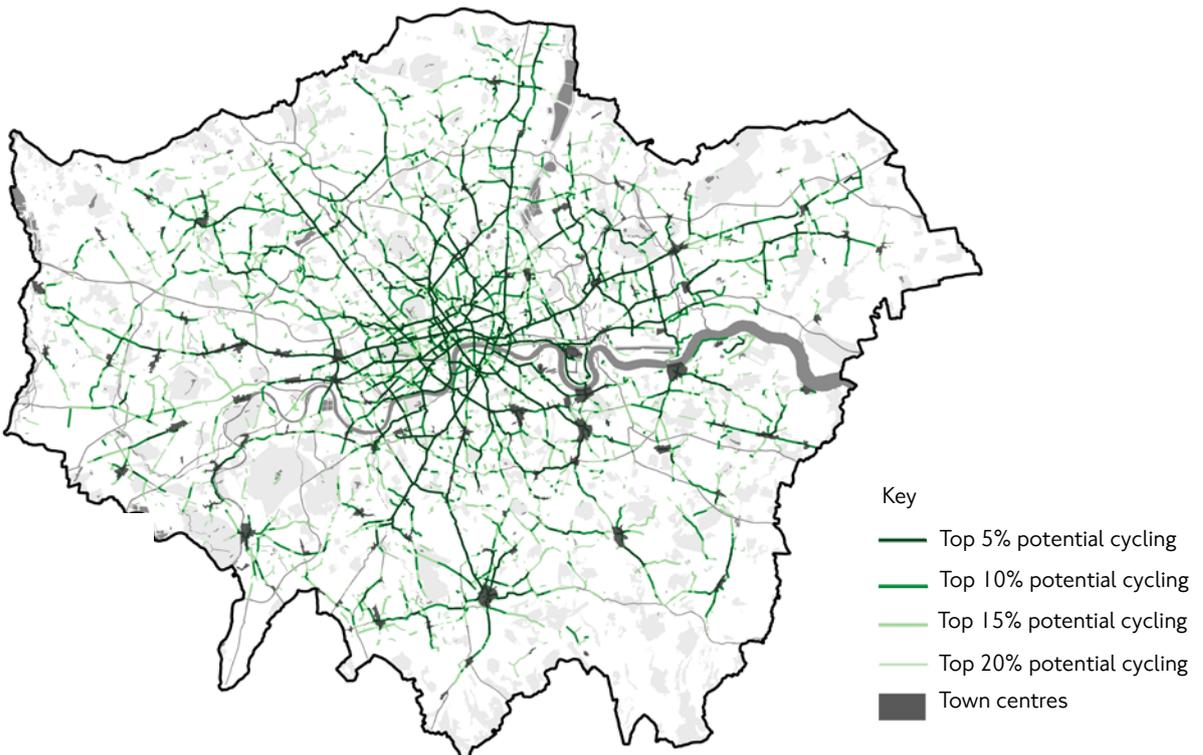


Figure 4: Areas of London with the highest levels of current and potential cycling flow

Current cycling flows



Potential cycling flows



Where is more cycle parking needed?

Through combining our cycling demand analysis with the availability of on-street cycle parking, we have identified the areas where additional cycle parking may be required to meet existing demand. This is shown in Figures 5 and 6.

These findings show that a minimum of 36,000 additional on-street spaces is needed to meet current demand.²⁸ This does not include the additional cycle parking needed at off-street locations, such as in workplaces or residential buildings, and takes no account of the journeys that are not made at all due to a lack of cycle parking.

The demand for on-street cycle parking is particularly high in central London and suburban south-west London where levels of cycling are high, but it is clear that more cycle parking is required across London.

Some parts of London, such as Hackney and Waltham Forest, have excellent cycle parking delivery records and require fewer additional on-street spaces to meet existing demand.

However, cycling will continue to increase at a fast pace in these areas and more on-street cycle parking will be needed to support that growth.

By 2025, we estimate that a further 12,000 on-street cycle parking spaces will be required across London on top of the 36,000 needed today.²⁹

Without additional on-street and off-street spaces, more cycles will be parked informally and at risk, and the lack of convenient places to park will put people off cycling in London – negatively impacting the number of potential cycling trips we have already identified.

Figure 5: London areas with the highest demand for additional on-street cycle parking to support existing trips

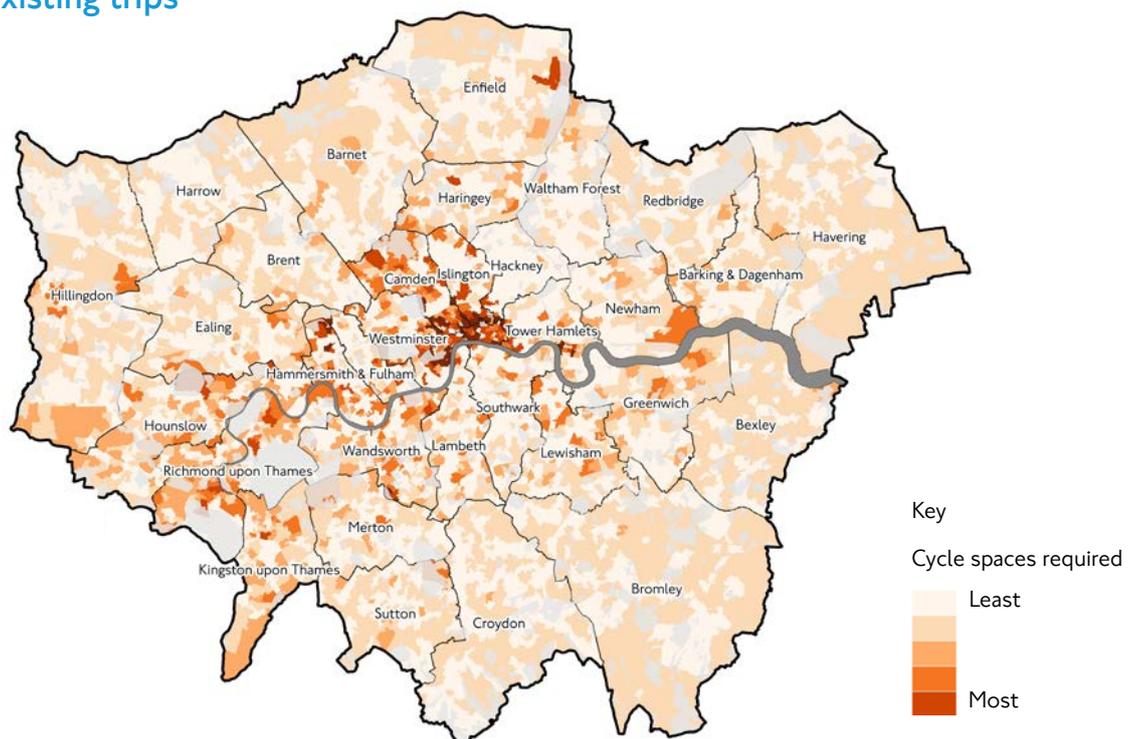
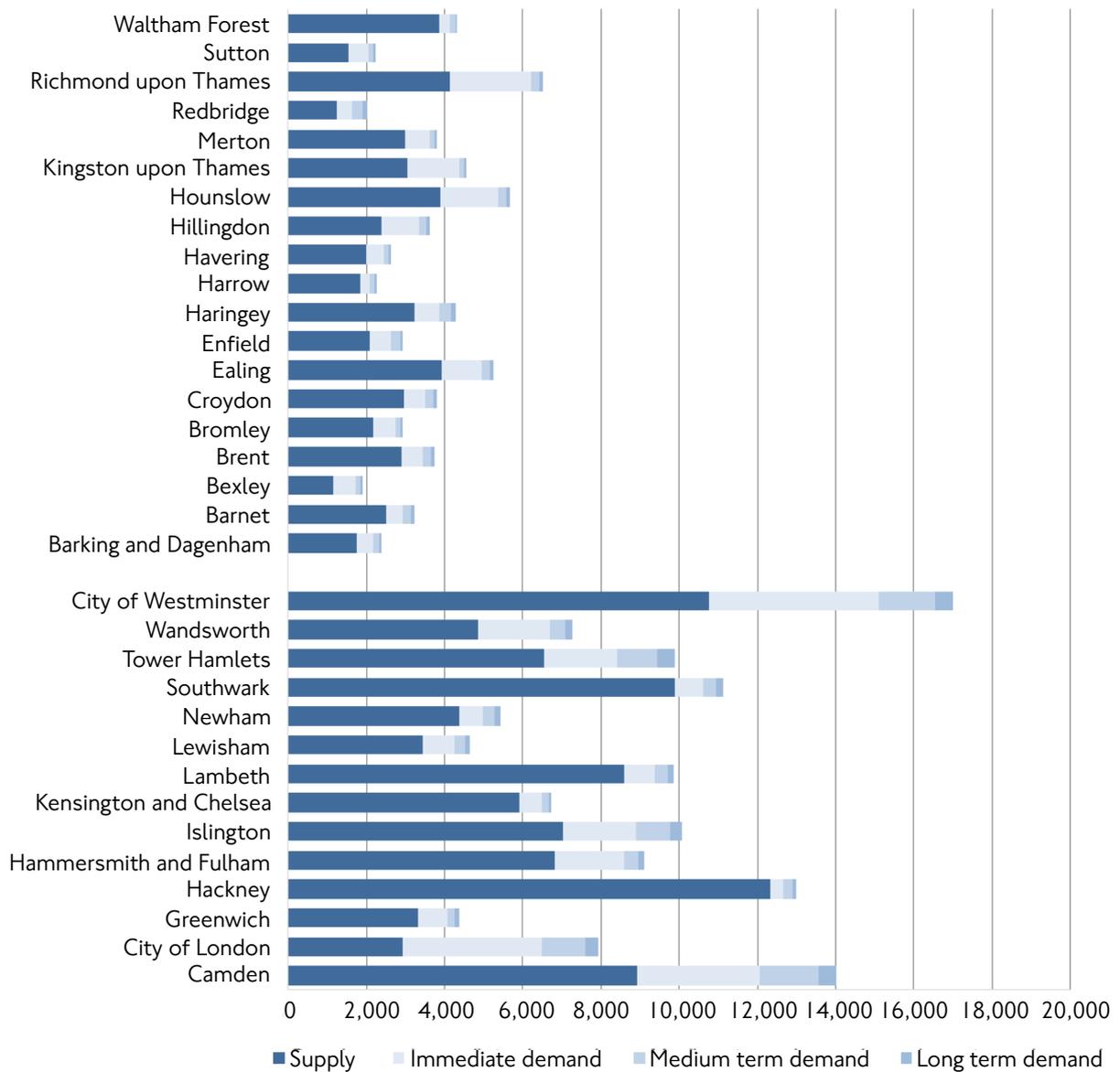


Figure 6: Demand for on-street cycle parking in outer and inner London boroughs in the immediate, medium and long term



Sharing our data and expertise

For the first time, our analysis enables us to estimate the existing and future cycle parking demand, both London-wide and at a more detailed level.

The full borough-by-borough analysis and underlying data and evidence collected will be made available to London boroughs and other partners to inform their local cycle parking delivery programmes.

The next chapter identifies six distinct focus areas for cycle parking. Further analysis conducted for each of these areas is presented in Chapter 4.



Chapter 3 – Our approach to delivery

The Mayor’s Transport Strategy prioritises the delivery of more cycle parking. Building on this commitment, we will work with partners to deliver cycle parking where it is most needed across the Capital.

This chapter sets out our strategic approach to cycle parking delivery, including:

- The six focus areas where we and our partners will accelerate the delivery of cycle parking
- A network-focused approach to delivery, providing parking as an integrated part of new cycle routes
- A partnership approach to ensure that cycle parking delivery continues in the longer term

We will use the new demand analysis to develop and refine clear priorities for delivery, working with boroughs and other partners to deliver more cycle parking in the areas where it will have the greatest impact on increasing cycling levels.



Six focus areas

Our approach to delivery is split into six focus areas, each with its own challenges and requirements for cycle parking. This section shows how cycle parking could be provided for each focus area in a typical London neighbourhood.



Transport hubs

Providing cycle parking at public transport hubs is vital to maximising the potential for multi-modal journeys in London. This could include secure cycle parking hubs ①, on-street cycle parking near stations ②, and provision of Santander Cycles ③ for onwards travel by cycle.



Town centres

The most common destinations for people's daily trips, such as shops and workplaces, tend to be clustered in town centres and high streets, and a third of potential cycling trips start or end in a town centres. By providing secure on-street cycle parking ④, more high-street businesses can benefit from the economic rewards that cycling brings.



Residential areas

For cycling to be a viable option for Londoners, people must be able to securely and conveniently store their cycles at home. The draft new London Plan requires developers to offer easily accessible and secure cycle parking for all new homes ⑤. For existing housing stock, secure on-street cycle parking provides sheltered places for people to park their cycles outside their homes ⑥.



Educational institutions

Providing cycle parking spaces in schools, universities and other educational institutions can make cycling attractive and feasible, improving the health of students and reducing dependence on cars for the school run ⑦.



Workplaces

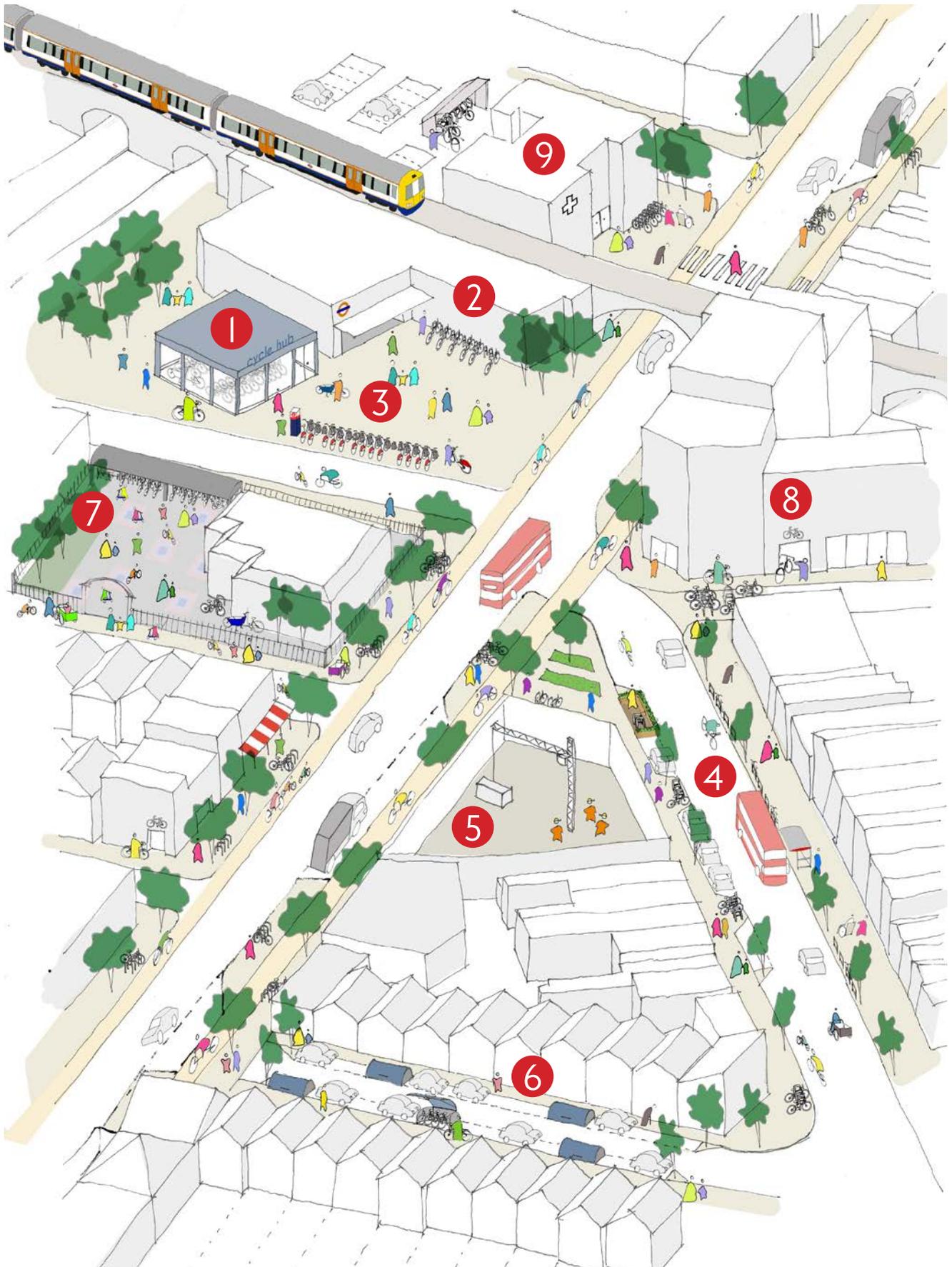
Many Londoners depend on cycling to get to work, but 20 per cent of people considering cycling to work are put off by a lack of workplace cycle parking. Many of London's employers are investing in cycle parking for their staff and we will encourage more businesses to follow their example ⑧.



Community destinations

Much of the potential for more cycling lies in journeys made to community destinations such as sports facilities, libraries, museums, parks, and places of worship, as well as hospitals and GP surgeries. Cycle parking is crucial to facilitate these journeys ⑨.

Figure 7: Illustration of the six cycle parking focus areas at a neighbourhood scale



A network-focused approach to cycle parking delivery

London's high-quality cycle network is set to grow more than three-fold over the next five years, with investment in over 450km of new cycle routes. By 2041, the full strategic cycle network will serve 70 per cent of Londoners, supported by local improvements such as low-traffic neighbourhoods.³⁰

Alongside this expansion of the cycle network, we will need to provide sufficient cycle parking on new cycle routes, otherwise they may not be able to meet their full potential and encourage more cycling.

In the same way that we would not operate a bus route with no bus stops, or plan extensions to London Underground without stations, cycle parking must be provided along the cycle network for it to be practical and useable.

This implementation plan aims to accelerate the delivery of cycle parking on the Cycleways network. This network includes routes delivered through our cycling programme, as well as routes delivered by boroughs which meet the new cycle route quality criteria (see Chapter 5 of the Cycling Action Plan).

For each of the six cycle parking focus areas, we will work with boroughs to identify opportunities to provide cycle parking along the Cycleways network, using our demand analysis to prioritise the locations with the greatest need. Taking this network-focused approach will help more people use the cycle network, and allow us to deliver additional cycle parking more efficiently by dovetailing with the construction of new Cycleways.

Supporting existing delivery mechanisms

As we expand the delivery of cycle parking along the Cycleways network, we will also continue to install cycle parking as part of other schemes, and encourage boroughs to provide more cycle parking through their Local Implementation Plans (LIPs).

To support the effective delivery of cycle parking through LIP funding, and ensure that new cycle parking is delivered in the areas that will experience the greatest benefits, we will share detailed demand analysis with boroughs to help shape their plans.

While TfL's investment in cycle parking will be focused on providing cycle parking for areas served by the Cycleways network, LIP funding will allow boroughs to deliver new cycle parking in areas not yet served by this network, ensuring that boroughs can meet local demands and priorities.

Embedding cycle parking with partners

TfL and boroughs alone cannot deliver all the cycle parking that London needs. We are working with partners including Network Rail, TOCs, businesses and others to champion the delivery of cycle parking across London.

A key mechanism for incorporating cycle parking in new developments is the draft new London Plan. This sets new standards for the number of cycle parking spaces across the Capital, and requires adherence to the quality and accessibility standards set out in the London Cycling Design Standards (LCDS).

Further details of our partnership-approach to working for each focus area can be found in Chapter 4, and our overall approach to collaborative delivery is set out in Chapter 5.

Chapter 4 – Action plans

We have developed a clear, evidence-based action plan for each of the six cycle parking focus areas. Delivering these actions will boost cycle parking in the places where it is most needed in London.

Each focus area requires a different approach to delivery, reflecting not only the different types of cycle parking required but also the range of stakeholders involved.

For many of the focus areas, further demand analysis has been conducted to help identify our priorities. This bespoke analysis is included in this chapter.

We have set a number of actions against each focus area, some of which include one-year delivery targets for the first year of this plan. We will publish revised targets each year, with the objective of setting increasingly ambitious aims as our delivery capability grows.

The plan also includes longer-term actions to establish cycle parking and build new partnerships in London, to ensure that everyone can work together to achieve the cycle parking vision.

Some of the actions will be for us to deliver, while some will be for boroughs, developers, businesses and other stakeholders to progress. We are committed to supporting these organisations, and other partners across the Capital, to provide cycle parking in the areas where it is most needed.

Action plans for the six cycle parking focus areas



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Transport hubs

London has one of the best and most comprehensive public transport systems in the world, serving more than nine million trips every day. Public transport usage has grown by 65 per cent since 2000³¹ and this trend will need to continue if we are to meet the Mayor's Transport Strategy ambitions.

Ongoing expansions of the network, such as the completion of the Elizabeth line and the Northern Line Extension, play a major role in enabling even more people to choose public transport, but more can be done to extend the reach of the existing public transport network – including improving access by cycle.

Most rail and Underground passengers walk to their local stations, but for those living further away, cycling is often the most viable sustainable option. In the same amount of time, people cycling can travel further than someone walking, and the cycling catchment area of a station is more than six times larger than its walking catchment area.³²

Over 80,000 cycle trips are made to and from public transport stations in London each day³³, but there is huge potential for more. It is estimated that an additional 1.5 million cycling trips could take place by improving integration with public transport³⁴. Enhancing the interchange between cycling and public transport can also make it easier for people to switch from using cars for longer journeys.

The potential for cycling to and from stations is especially high in outer London, where rail and London Underground stations are further apart and where there is greater reliance on private motorised vehicles to access stations. One in five passengers using Underground services in outer London accesses the station by car or taxi and our analysis revealed that up to 50,000 of these daily journeys could be cycled instead.³⁵

The potential for cycling to transport hubs is considerable, but this can only be achieved if adequate cycle parking facilities are provided.



Finding space for cycle parking at stations is challenging, given that London's stations generally offer limited internal space and need to accommodate flows of passengers coming to and from trains.

Cycle parking facilities will often be situated in the public realm surrounding stations. Optimising cycle parking will therefore need a joint effort between us, London boroughs, Network Rail and TOCs.

People travelling from home to the station to start their trip

Many people who travel from home to a station at the start of their journey will leave their cycle for several hours or the full duration of the day, and will therefore value secure, convenient and accessible cycle parking. Dedicated hubs such as the ones recently delivered in Waltham Forest and Enfield offer an optimal solution. However, in many cases, standard on-street cycle parking located near a station's entrance and in a visible area will also be effective in addressing people's needs and safety concerns.

People travelling from the station to their ultimate destination

For reasons of convenience, or due to the lack of cycle storage available on trains, many rail-to-cycle commuters will leave their cycle at the station overnight. These people will therefore put a greater premium on security and shelter. This requirement is greatest at central London Rail termini, with most of these stations having more cycles parked at night than during the day. For example, Liverpool Street station has 262 cycle parking spaces with an occupancy rate of just 56 per cent during the day, but reaching 85 per cent overnight.³⁶

The challenge at central London termini, therefore, is to find space for secure, sheltered facilities, located as close to platforms as possible and where people would be willing to leave their cycles overnight.

Our long-term aim for cycle parking at stations

Our long-term aim is for all stations outside Zone 1 to have a minimum of 20 cycle parking spaces within 50 metres of the station and a minimum of 30 per cent spare capacity.

- Our focus is on Zone 2 and beyond because the network of stations is so dense in Zone 1 that most destinations are within walking distance of a station. Within Zone 1, we will focus on rail station termini as these generate large amount of cycle trips during peak times.
- The aim of a 20-space minimum is to ensure that cycle parking at each station is able to serve a minimum core of demand, and that cycling demand in the area is not suppressed by a complete absence of cycle parking.
- The maximum distance of 50 metres between the station and the cycle parking facility is consistent with the London Cycling Design Standards (LCDS) guidance for long-stay cycle parking.
- LCDS recommends providing at least 20 per cent spare capacity when designing cycle parking to allow for future growth in demand. Spare capacity is especially important at stations to guarantee a space for regular users, most likely commuters, who rely on a place to park to continue their onward journey by public transport. We are therefore aiming for 30 per cent spare capacity.

Demand analysis: transport hubs

Figure 8 shows all stations outside Zone 1 managed by TfL, Network Rail and Train Operating Companies (TOCs) with less than 20 cycle parking spaces, or where cycle parking facilities have less than 30 per cent capacity.

The supply and usage of cycle parking has been assessed through an audit of all stations, conducted in 2015. For each station, the 2015 occupancy rate has been brought to 2018 levels based on our cycling demand models.

Figure 8 shows the estimated occupancy in 2018 but, with continued growth in cycling, it is expected that the demand for cycle parking at station will increase. This means that, over time, more stations will fall short of our new benchmark for cycle parking at stations unless we continue to review and improve cycle parking in these locations.

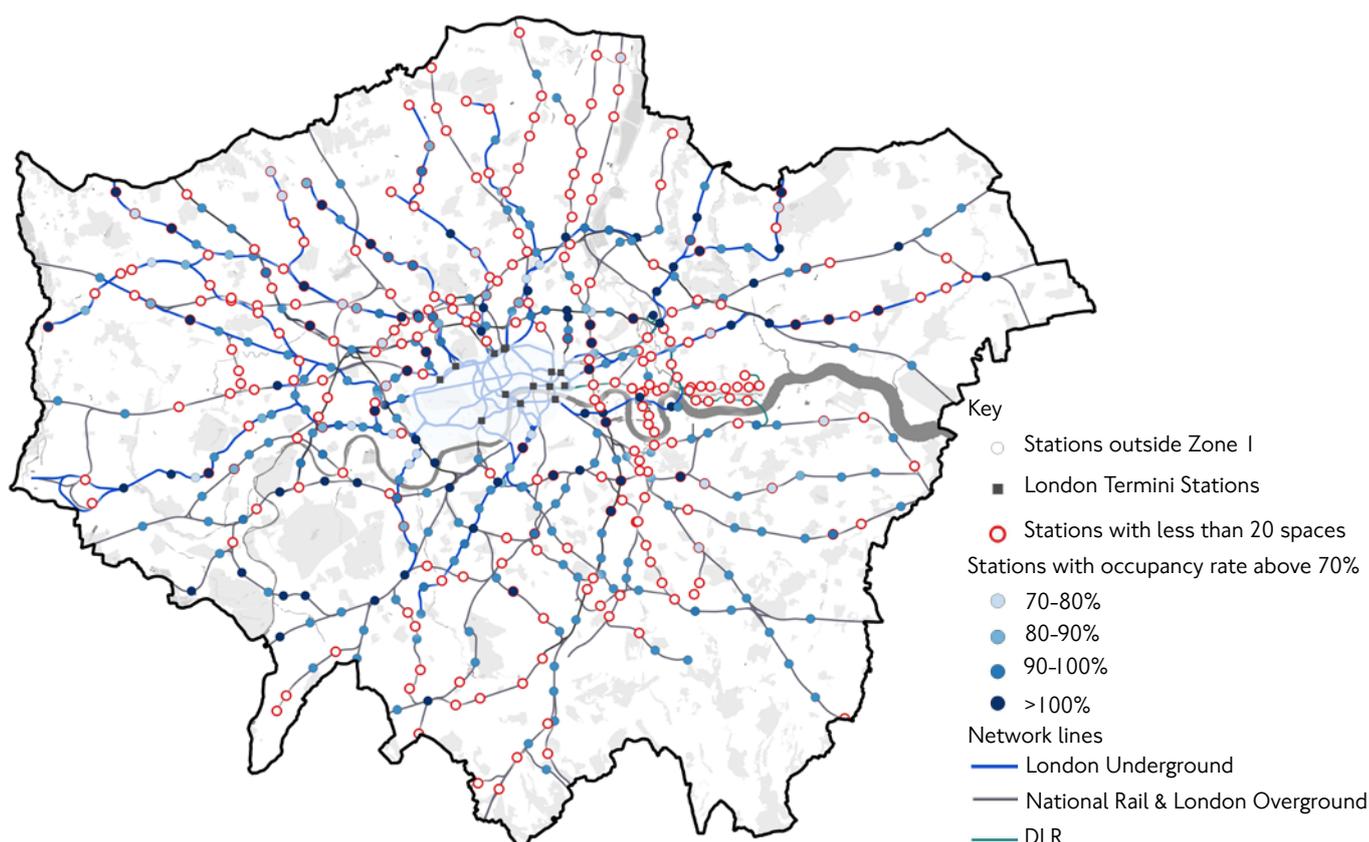
Out of the 516 stations audited outside Zone 1 in 2015, 339 do not meet the new benchmark for cycle parking³⁷, including:

- 235 stations managed by TfL (London Underground, London Overground, TfL Rail and DLR)
- 104 stations managed by other TOCs

To bring all these stations to the new benchmark, an estimated 4,800 new cycle parking spaces would be required.³⁸

Within Zone 1, the demand for cycle parking at rail termini is particularly high, with occupancy rates above 70 per cent at most of the 14 termini stations, and several facilities with an occupancy rate greater than 90 per cent³⁹. This is likely to result in people parking their cycles insecurely on street furniture and potentially obstructing the footway.

Figure 8: London stations with a lack of cycle parking



Implementation plan: transport hubs

Providing cycle parking at stations will encourage more cycling and public transport as a combined alternative to car travel. It is therefore crucial to achieving the Mayor's objectives and this plan proposes making cycle parking an integral part of how stations are designed and managed in London.

Action 1

Introduce a new cycle parking benchmark for all stations outside Zone 1 – to provide a minimum of 20 cycle parking spaces within 50 metres of the station and a minimum 30 per cent spare capacity.

At present, most of London's stations do not meet this benchmark. Changing this will require focus and effort, and we will work with London boroughs, Network Rail and TOCs to upgrade cycle parking facilities at stations across London over the coming years. While meeting the benchmark at all stations is an aspiration for the long-term, we will kick-start improvements immediately, beginning with at least 10 stations within the first year of this plan.

The type of cycle parking to be delivered will depend on local conditions and could include:

- A cycle parking hub within the station footprint, where space is available
- The replacement of car parking spaces with cycle parking in our car parks
- Standard on-street cycle parking in surrounding streets
- A secure cycle hub located in the surrounding public realm

Action 2

Work with boroughs and TOCs to increase the cycle parking provision up to the new benchmark, starting with a minimum of 10 stations across London within the first year of this plan.

For most stations within Zone 1, the potential for more cycle parking is very limited due to the lack of space both within the station and in the surrounding streets. However, opportunities may appear when a station, or land near a station, is being redeveloped. In these cases, the draft new London Plan specifies that a step change in cycle parking provision is expected, taking into account the nature and location of the station as well as the potential for journey stages to and from the station to be made by cycle.

London's rail termini hold the most cycling potential in Zone 1 and, although these stations are very busy and spatially constrained, we will work with Network Rail to identify innovative solutions for large-scale cycle hubs.

Action 3

Work with Network Rail to deliver large cycle parking hubs at rail termini in central London.

We will also continue to improve our cycle hire scheme near rail termini stations and other stations with high cycling potential. The Santander Cycles docking station at Waterloo station is the busiest of the network and supports 1,300 cycle trips every day. We will work with boroughs and Network Rail to replicate this success elsewhere, starting with London Bridge and Liverpool Street stations.

Action 4

Build on the success of Santander Cycles at Waterloo by working with Network Rail to secure new operational space for the scheme's services at central London rail termini.

As well as retrofitting cycle parking in existing stations, cycle parking will now be considered early on in the design of new stations when rail and London Underground networks are expanded or when existing stations undergo major upgrades.

We are embedding the Healthy Streets Approach in everything we do to prioritise sustainable modes of travel and improve the health of Londoners. This has changed the way we design our streets and the same approach should apply to our stations, which are the link between the public transport network and our streets.

TfL owns a 5,700-acre estate that includes land and properties with huge potential for creating much-needed new homes for London. Many of the sites earmarked for development, including TfL-owned car parks, are located at, or close to, London Underground stations. When redeveloping these sites, we will explore the suitability and deliverability of new cycle parking facilities for station users.

Action 5

Apply the Healthy Street Approach to station design, including ensuring that cycle parking is considered early on in the design process when new stations are built, when existing stations undergo major upgrades and when TfL-owned sites near stations are being redeveloped.





High streets and town centres

London's network of high streets and town centres is at the heart of the city's economic success. Forty-seven per cent of businesses outside central London are on a high street, and 1.45 million people in the Capital work either on, or near, a high street.⁴⁰ Almost all Londoners live within a short cycle of a high street.⁴¹

Many Londoners already use cycles to travel to town centres and high streets, and there are almost three million more potential cycling trips that could start or end in a town centre.⁴²

Most shopping trips are made to town centres and high streets. In London, around three-quarters of all shopping trips could potentially be cycled⁴³ but a lack of cycle parking spaces on the high street presents a huge barrier to this.

Town centres and high streets are also a core part of London's social, civic and cultural infrastructure. Forty-five per cent of visitors to London's high streets visit for social and community reasons⁴⁴, and ensuring that high streets are accessible is important to strengthening London's communities.

London's high streets and town centres are home to a huge variety of uses. The challenge is to find sufficient and suitable space for cycle parking facilities in these dense and busy urban environments, while catering for the diverse needs of residents, visitors and businesses.



Demand analysis: high streets and town centres

Figure 9 shows London's 239 town centres, categorised by how much additional on-street cycle parking will be required to meet future levels of demand.

For each town centre, existing levels of on-street cycle parking have been assessed using data from our CID. The town centres have then been compared with other similar centres, using the draft new London Plan classification.

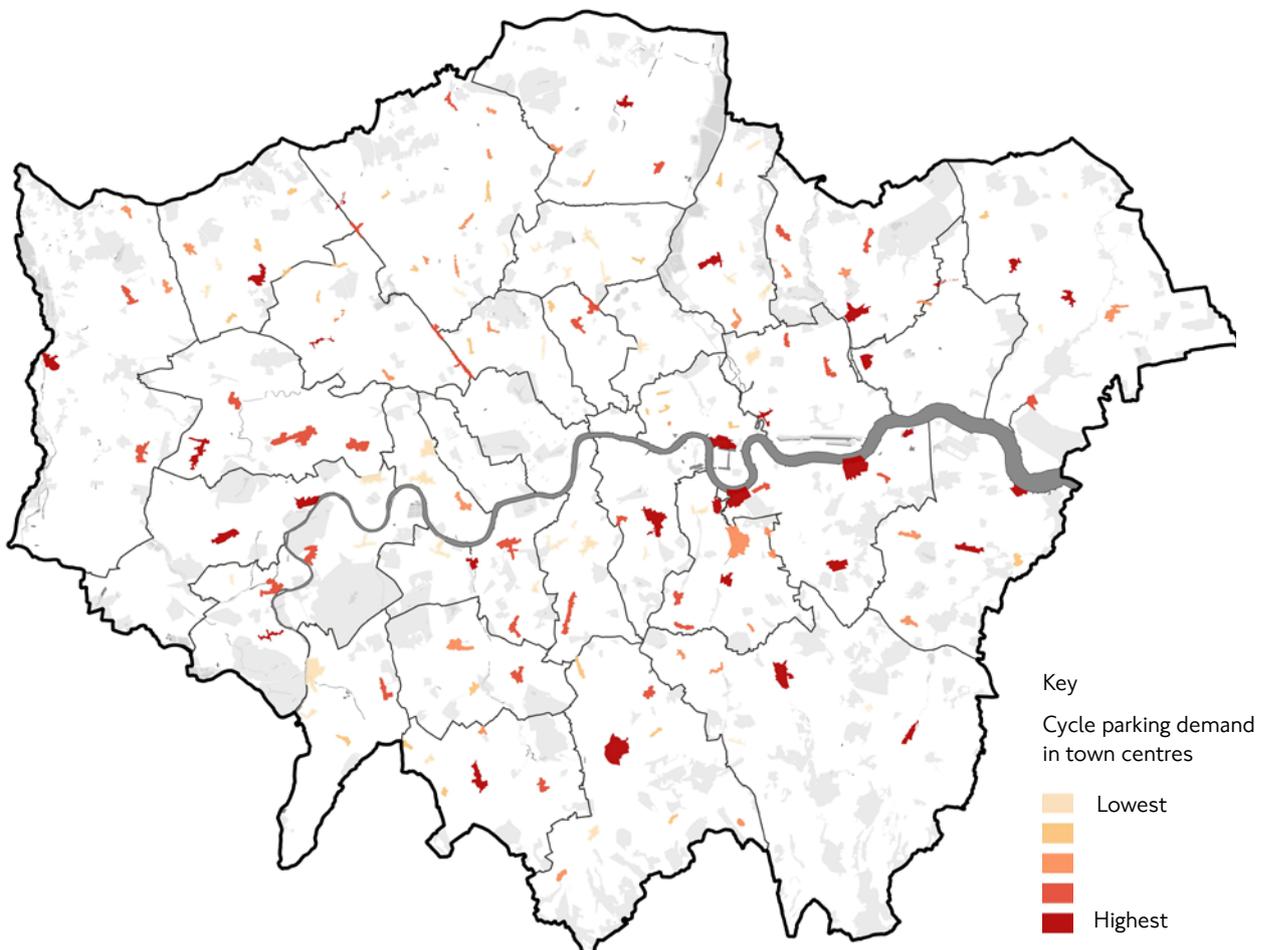
For each town centre, the level of cycle parking provision required to match the 'best in class' in their category has been calculated, taking the relative size of each town centre into account.

The analysis highlights town centres in every borough that require increased levels of cycle parking.

Seventy per cent of London's high streets are outside designated town centres.⁴⁵ The local knowledge of boroughs, businesses and communities, together with information on existing cycle parking from the CID, will be needed to identify other high streets that require more cycle parking.

Through the delivery of this implementation plan, we will work with boroughs to identify high street locations which would benefit from increased cycle parking.

Figure 9: Demand for additional cycle parking in London town centres



Implementation plan: high streets and town centres

We will work with boroughs to provide more on-street cycle parking for town centres and high streets across London, investing in new parking spaces on both the TfL Road Network (TLRN) and streets.

Our focus will be on high streets and town centres that are served by the Cycleways network. This will help support these high streets and town centres by enabling more people to visit, shop and commute there by cycle.

Our target is to upgrade cycle parking in at least eight town centres within the first year of this plan, with the aim of bringing them in line with 'best in class' levels of cycle parking as suggested by the demand analysis.

As well as delivery of on-street cycle parking, we will support boroughs to explore new ways of engaging with businesses to make the case for high street cycle parking.

Action 6

Work with boroughs to provide more cycle parking for visitors to town centres, starting by delivering new cycle parking in at least eight town centres within the first year of this plan.

A major challenge in the delivery of more cycle parking on the high street is balancing the facilities with the needs of people walking. In areas of high footfall, poorly designed cycle parking can sometimes obstruct the footway and reduce levels of pedestrian comfort.

Cycle parking has traditionally been installed on footways but, in busy areas, there is a need to use street space more efficiently.

The reallocation of car space to cycle parking should therefore be prioritised over the use of footway space. This can be done by replacing car parking spaces, or by closing off side-streets to through-traffic, creating new public spaces for both people walking and for cycle parking.

The evidence shows that transforming car parking into cycle parking can be good for business⁴⁶. People cycling visit town centres more frequently than people driving⁴⁷ and, because one car parking space can hold as many as twelve cycle parking spaces, cycle parking enables more people to visit and park. Indeed, the retail spend per square metre generated by cycle parking can be up to five times higher than the retail spend generated by the same area of car parking⁴⁸.

Some London boroughs have already led the way by adopting this approach. We will follow their example on our own streets, and will encourage other boroughs and businesses to follow suit and support this approach.

Action 7

Make more efficient use of London's limited road space by reallocating car parking spaces to cycle parking spaces, including:

- Prioritising this approach when delivering new cycle parking on the TLRN
- Encouraging more London boroughs to adopt this approach on their streets
- Promoting the economic benefits of replacing car parking with cycle parking to London's businesses, and working with participating businesses to convert car parking spaces to cycle parking for their customers

Case study: Replacing car parking with cycle parking

Replacing car parking with cycle parking in high streets and town centres can be controversial, but the economic benefits are clear: one square metre of cycle parking generates up to five times the retail spend of the equivalent area of car parking.

We will look to businesses to pursue this principle, working with boroughs to encourage retailers to voluntarily replace on-street car parking spaces in front of their properties with either permanent or temporary cycle parking for customers.

Hackney has pioneered this approach in London. The borough has provided 'bike ports' which temporarily replace one on-street car parking space with 10 cycle parking spaces, and are deployed in locations where businesses and residents have asked for additional cycle parking. The aim is to identify the busiest locations so that the bike ports may eventually be replaced with permanent cycle parking.

This approach reduces the dominance of cars in high streets and allows forward-thinking business owners to grow their customer base and benefit from more cycling customers.

By acting as champions and showing that cycle-friendly businesses can attract more customers, these businesses will act as a living case study and help build the argument for replacing more car parking spaces with cycle parking, parklets, and of finding other ways of using the space for people.





Eighty-five per cent of London’s BIDs believe that improving areas for cycling is good for business⁴⁹, and they have a strong record of delivering cycle parking for their staff as well as for visitors to the high street.

For example, in March 2019, TfL worked with the Marble Arch Partnership BID to improve cycle parking facilities on Edgware Road. Forty-four cycle parking spaces were installed near clusters of shops, restaurants and offices, making it easier for people to cycle to the shops.

Elsewhere in London, Team London Bridge BID have produced a cycling strategy which includes a local assessment of cycle parking priorities.⁵⁰ We are eager to work with other BIDs to help them produce similar strategies for their areas.

Action 8

Work with BIDs to support their cycle parking delivery programmes by sharing data to help inform their strategies and collaborate on the delivery of new cycle parking.

London’s high streets and town centres will grow and evolve over the coming years, and the draft new London Plan presents an opportunity to future-proof cycle parking in these areas.

The draft new London Plan specifies minimum levels of cycle parking that all new retail development centres will be required to provide.

The draft new London Plan also encourages the development of Town Centre Strategies. We will work with boroughs to ensure that cycle parking needs are fully captured through these Strategies.

Action 9

Embed cycle parking as part of the long-term future of high streets and town centres by:

- Requiring developers to deliver cycle parking as part of retail developments through the draft new London Plan
- Providing cycle parking demand analysis to boroughs to help develop their Town Centre Strategies



Residential areas

Much as every cycle trip starts and ends with somewhere to park, the average Londoner's day begins and ends at home. This means that, if cycling is to become a convenient and realistic choice for Londoners, providing cycle parking in residential areas will be crucial.

For many Londoners, parking their cycle at home currently means keeping it on a balcony, in a hallway or in a garden.

This is often inconvenient and impractical, meaning that people may not even be able to own a cycle at all. Indeed, 45 per cent of London households do not have access to a cycle.⁵¹

This is particularly an issue for those living in older flats or high-rise buildings, where space is at a premium and there are no dedicated cycle parking facilities for residents.

The policies in the draft new London Plan will ensure that all new developments provide sufficient cycle parking for residents, but further action is required to provide cycle parking for existing homes.

In recent years, cycle hangars have emerged as a game-changing solution. These offer secure, sheltered cycle parking on residential streets, replacing a single car parking space with up to six cycle parking spaces per hangar. This helps reduce car dependency, and makes more efficient use of limited kerbside space.

Cycle hangars have proved successful in London: over the last few years, almost 1,200 cycle parking hangars have been provided in over 25 boroughs. However, boroughs have thousands of residents on waiting lists for spaces and a core part of this implementation plan is to provide more cycle hangars across the Capital.



Demand analysis: residential areas

Figure 10 shows the residential density of different parts of London, together with the number of on-street cycle hangars that have been delivered in recent years. In total, London has over 1,185 cycle hangars (equivalent to over 7,000 cycle parking spaces), and this number continues to grow as boroughs roll out more.

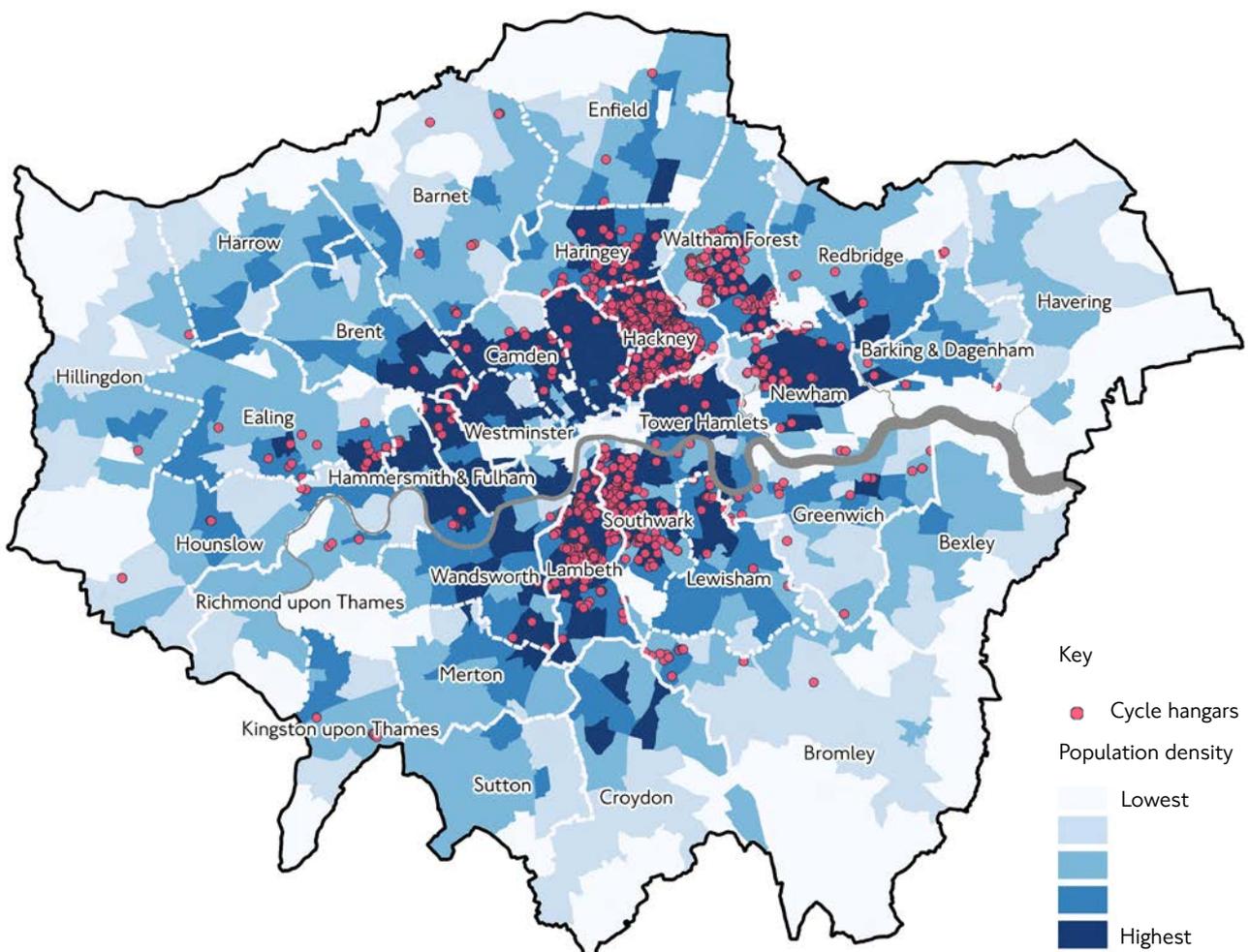
The current supply of cycle hangars varies across London. In boroughs such as Hackney, Lambeth, Southwark and Waltham Forest, high levels of cycle hangar parking have been provided, whereas supply is lower in most other boroughs. Some boroughs currently have fewer than 10 hangars.

Demand exceeds supply, even in areas with a greater supply of cycle hangars, with boroughs reporting long waiting lists for spaces.

Existing supply is chiefly concentrated in inner London locations. Across all outer London boroughs, there are currently only around 300 cycle parking hangars (equivalent to 1,800 cycle parking spaces), despite these boroughs being home to two-thirds of London residents.⁵²

Hackney has the highest density of hangars with 138 hangars per 100,000 residents. To achieve just half of this density across London, an additional 5,000 cycle hangars would be required, most them in outer London.⁵³

Figure 10: London population density and distribution of cycle hangars across the Capital



Implementation plan: residential areas

Our primary focus is to substantially increase the supply of residential cycle hangars and lockers across the Capital, working with boroughs to target locations with the highest demand.

We will seek to deliver residential cycle parking in tandem with improvements to the cycle network, with a focus on homes within the Cycleways network catchment area. This will ensure more people access the cycle network, and help spread the benefits of new cycle routes further across local communities.

Action 10

Work with boroughs to accelerate the delivery of secure residential cycle parking by providing a further 1,400 new residential cycle parking spaces within the first year of this plan, beyond what has been committed by boroughs through LIPs and Liveable Neighbourhood proposals.

We will also increase cycle parking through the draft new London Plan, which requires developers to provide cycle parking for residents in accordance with LCDS to ensure they are convenient and accessible.

This will have a real impact on the Capital's overall cycle parking supply, and ensure that new developments meet the needs and expectations of future residents.⁵⁴

Action 11

Require developers to provide secure, convenient and accessible residential cycle parking in new developments through the draft new London Plan.





Educational institutions

Improving the Londoners' health is at the heart of the Mayor's Transport Strategy, and the health challenge is particularly acute for children as they need more physical activity to stay healthy.

Currently, eighty per cent of London children do not get the one hour a day of physical activity recommended to stay healthy.⁵⁵ This contributes to London having the highest level of childhood obesity in England.⁵⁶

Walking, cycling and scooting can make an important regular contribution to children's daily activity levels and can help reduce congestion and improve air quality near schools.

The current cycle mode share for trips to schools is between 1.6 per cent and 4.3 per cent for primary schools, and between 1.3 per cent and 2.4 per cent for secondary schools.⁵⁷

This is supplemented by an average of seven per cent of primary school pupils scooting to school.⁵⁸

Evidence from TfL's school travel programme, STARS, shows that providing secure, safe and sheltered cycle and scooter parking spaces makes active travel more appealing and further reduces car trips to and from schools. In 2017, schools that improved their cycle parking found that levels of cycling increased by an average of 14 per cent.⁵⁹

This implementation plan will build on this success to improve cycle and scooter parking facilities in nurseries, primary and secondary schools.

We will also work with boroughs and other stakeholders to increase cycle parking provision at other educational institutions including colleges and university campuses.



Demand analysis: educational institutions

There are over 3,000 schools in the Capital⁶⁰. Unlike cycle parking in stations or on streets, we do not have an accurate picture of their existing cycle parking facilities.

Between 2004 and 2017, we helped install 40,000 cycle and scooter parking spaces in 1,770 schools across London but many schools will have their own provision beyond this.

Through our school travel programme, STARS, we are inspiring young Londoners to travel to school sustainably, actively and safely. Nearly 1,500 schools took part in the programme in 2018, leading to an average four per cent increase in active travel and six per cent reduction in car use at accredited schools.

Schools receiving gold and silver accreditations achieved an impressive 12 per cent reduction in car use. The average cycle mode share in gold accredited schools is 5.2 per cent, significantly higher than the average school in London.⁶¹

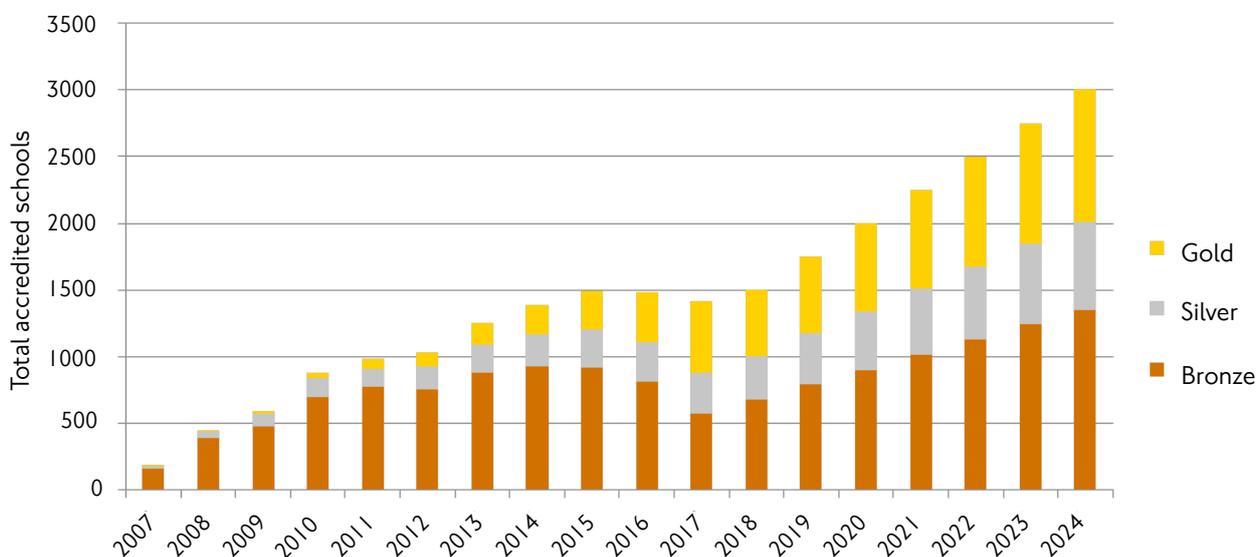
We are aiming to double the number of gold accredited schools from 500 in 2018 to 1,000 by 2024. This will lead to a significant increase in the number of children cycling to school and must be supported by adequate cycle parking facilities.

We also aim to increase the walking and scooting mode share for travel to primary schools from 53 per cent in 2017 to 57 per cent by 2024.⁶² In recent years, scooting has become a popular and healthy way of travelling to school. As the number of children who scoot to school grows, we will need to provide more parking and storage for scooters.

Based on the doubling of gold accredited schools, along with an anticipated increase in the number of silver and bronze accredited schools (Figure 11), we expect the following increase in demand for cycle parking:

- 5,100 cycle spaces and 6,800 scooter spaces by 2019/20
- An additional 14,000 cycle spaces and 20,000 scooter spaces by 2024/25

Figure 11: Trend and forecast in STARS-accredited schools in London



Implementation plan: educational institutions

Due to their existing relationships with local schools, boroughs are often best-placed to lead the delivery of school cycle parking. We will build on existing school travel planning activities and provide funding for more cycle and scooter parking at schools which participate in the STARS programme, with a target of reaching at least 80 schools in the next year.

Action 12

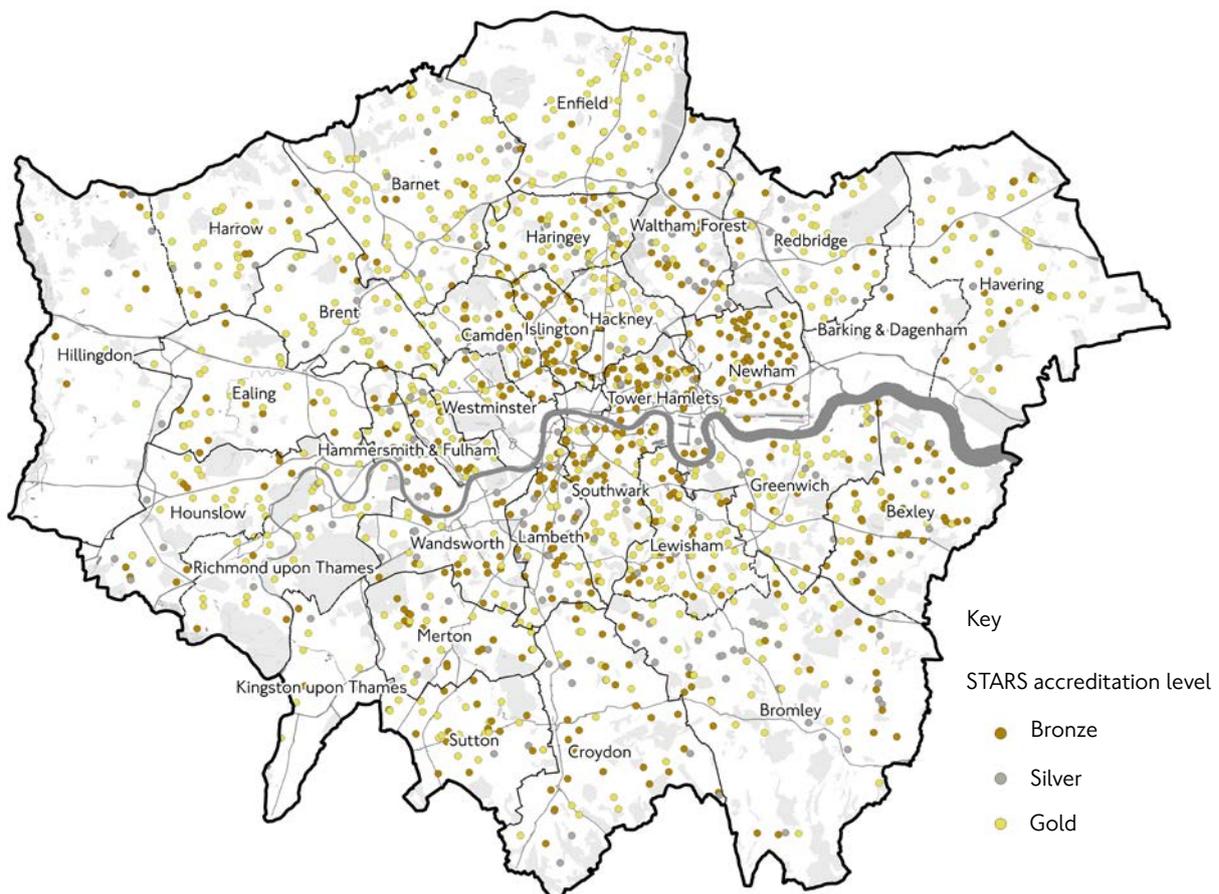
Provide new cycle parking for at least 80 STARS schools within the first year of this plan.

While the provision of cycle parking at, or near, schools is essential to encourage more pupils and staff to cycle to school, it is not the only factor that determines how people will travel to school.

The availability of safe and direct cycle routes between home and school is critical as fear of road danger puts many children, parents and carers off cycling to school entirely⁶³. We will therefore encourage boroughs to prioritise the delivery of cycle parking in schools that are served by London's growing cycle network.

In addition to the STARS programme, we are leading several travel behaviour change activities that focus on schools, including the Youth Travel Ambassador programme (YTA) and Bikeability cycle training programme for children. We will coordinate the delivery of cycle parking with these programmes to maximise the benefits of each.

Figure 12: STARS-accredited schools in the Capital



As well as providing funding to improve cycle parking at schools, we will also support boroughs with the delivery of cycle parking by:

- Sharing the analysis underpinning this implementation plan with schools and boroughs
- Using additional localised resources to support the work of boroughs with schools

Beyond this, schools, universities and other institutions of higher and further education should be encouraged to assess their own level of cycle parking provision, and the extent to which this provides for its students, staff and visitors.

Additional cycle parking at these locations is likely to be located in the surrounding public realm, most likely on borough streets.

Action 13

Work with boroughs to install more cycle parking at and near London university campuses and colleges, starting with at least two universities within the first year of this plan.





Workplaces

Over six million jobs are located in Greater London⁶⁴, contributing more than one fifth of the UK's total national income.⁶⁵ London's success directly benefits the country as a whole – and cycling is a vital part of London's business success.

Employees who are physically active take 27 per cent fewer sick days than colleagues who are not⁶⁶, and a survey of employees at GlaxoSmithKline found that 73 per cent of people who cycled to work felt it made them more productive.⁶⁷

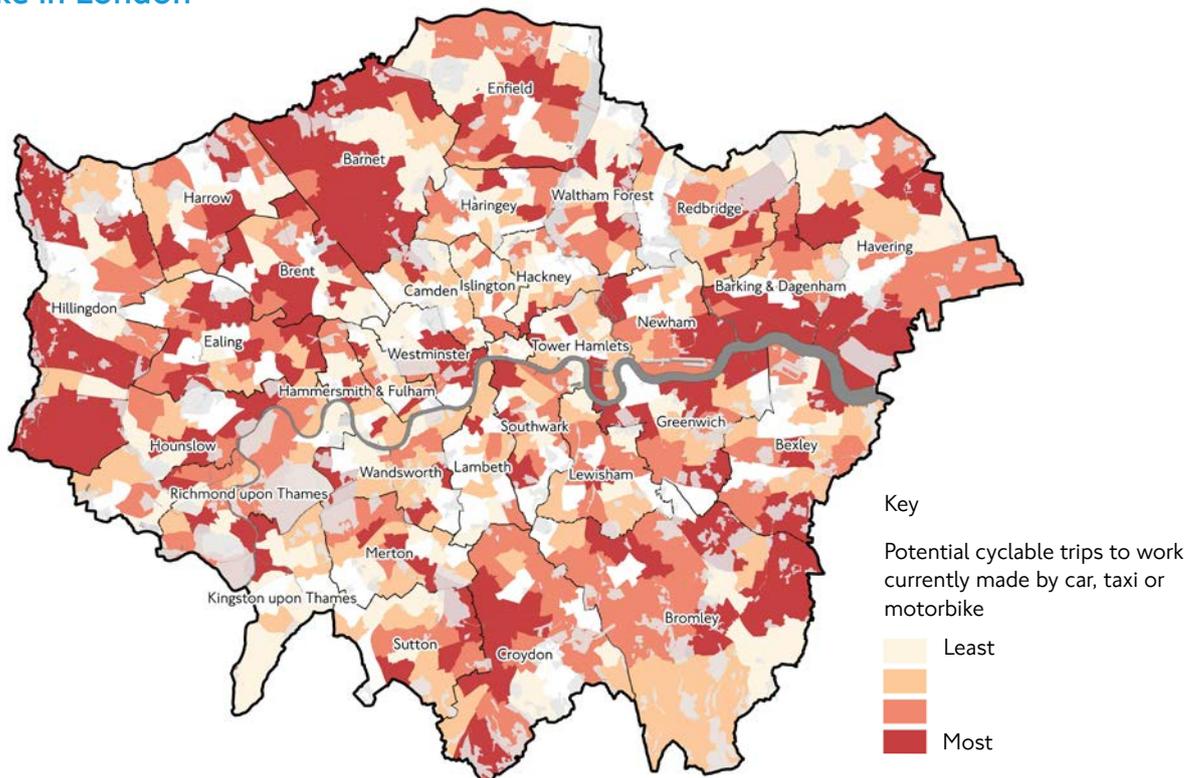
London's businesses increasingly say that providing good cycling facilities is an important part of both attracting and retaining staff.⁶⁸ A recent report by the British Council of Offices comprehensively found that offices with high-quality cycling provision are significantly easier to let.⁶⁹

However, many Londoners are unable to cycle to work due to a lack of secure cycle parking at their workplace. Almost half of Londoners say that their employers do not provide cycle parking⁷⁰, and 41 per cent say that cycle parking would help encourage them to cycle to work more often.⁷¹

Providing cycle parking for employees and visitors at workplaces is particularly important in inner and outer London, where two-thirds of London's jobs are located⁷², and where there are more people who travel to work by car compared to in central London.

In these areas, over half a million commutes are made each day by car, taxi or motorcycle which are short enough to cycle.⁷³ Providing cycle parking could help convert these journeys into cycle trips – benefiting both employees and their employers.

Figure 13: Locations of cyclable trips to work currently made by car, taxi or motorbike in London



Implementation plan: workplaces

The benefits of workplace cycle parking are well-understood by many of London's employers and commercial developers.

From large employers, such as Sky who provide large cycle parking facilities in their Twickenham offices, to Better Bankside and Midtown BIDs who delivered secure cycle hubs for groups of businesses, employers across London are investing in cycle parking.

If commuting by cycle in London is to remain attractive and practical, we will need the business community to continue to invest in cycle parking for their workforce, especially in inner and outer London where there is greater potential for mode shift from the car.

We want to encourage even more businesses to invest in cycle parking for their employees and visitors and will continue to promote the benefits of cycling to the workplace, especially among businesses located near new Cycleways.

We will offer support to organisations who want to invest in new cycle parking to benefit their employees and their business. For example, together with boroughs we will explore the potential for a new cycle parking procurement framework to be extended to businesses, moving towards a 'one-stop-shop' for investing in cycle parking, making it simple and cost effective.

Action 14

Provide support to help more London employers invest in cycle parking by:

- Sharing evidence, guidance and best practice with employers
- Making it simple and cost efficient to invest in cycle parking, including exploring opportunities for a cycle parking procurement framework for businesses

Many commercial developers have a clear understanding of the importance of providing workplace cycle parking.

This is reflected in developments such as the Verde building in Victoria, which replaced its 50 car parking spaces with 440 cycle parking spaces, convenient cycle access and shower facilities for employees. We must now see similar levels of commitment to cycle parking in new offices across the Capital.

To achieve this, the draft new London Plan will require all new offices and commercial developments to provide sufficient, high-quality workplace cycle parking for employees and visitors.

This includes a higher standard of cycle parking for offices in all inner-London boroughs, offices in outer London boroughs with the highest levels of cycling and offices in all the Capital's major and metropolitan town centres.

Action 15

Require developers to deliver workplace cycle parking in new offices and other commercial developments through the draft new London Plan.



Community destinations

London's community destinations include sports facilities, community centres, hospitals, surgeries, places of worship, libraries, museums and galleries. These provide a wide and varied range of services and opportunities.

Despite their varied locations, these destinations are united in that they draw a large range of people from across local areas. They offer an excellent opportunity to encourage more people to cycle for their local, everyday journeys.

However, many community destinations are poorly served by existing cycle parking and there are three core challenges to addressing this.

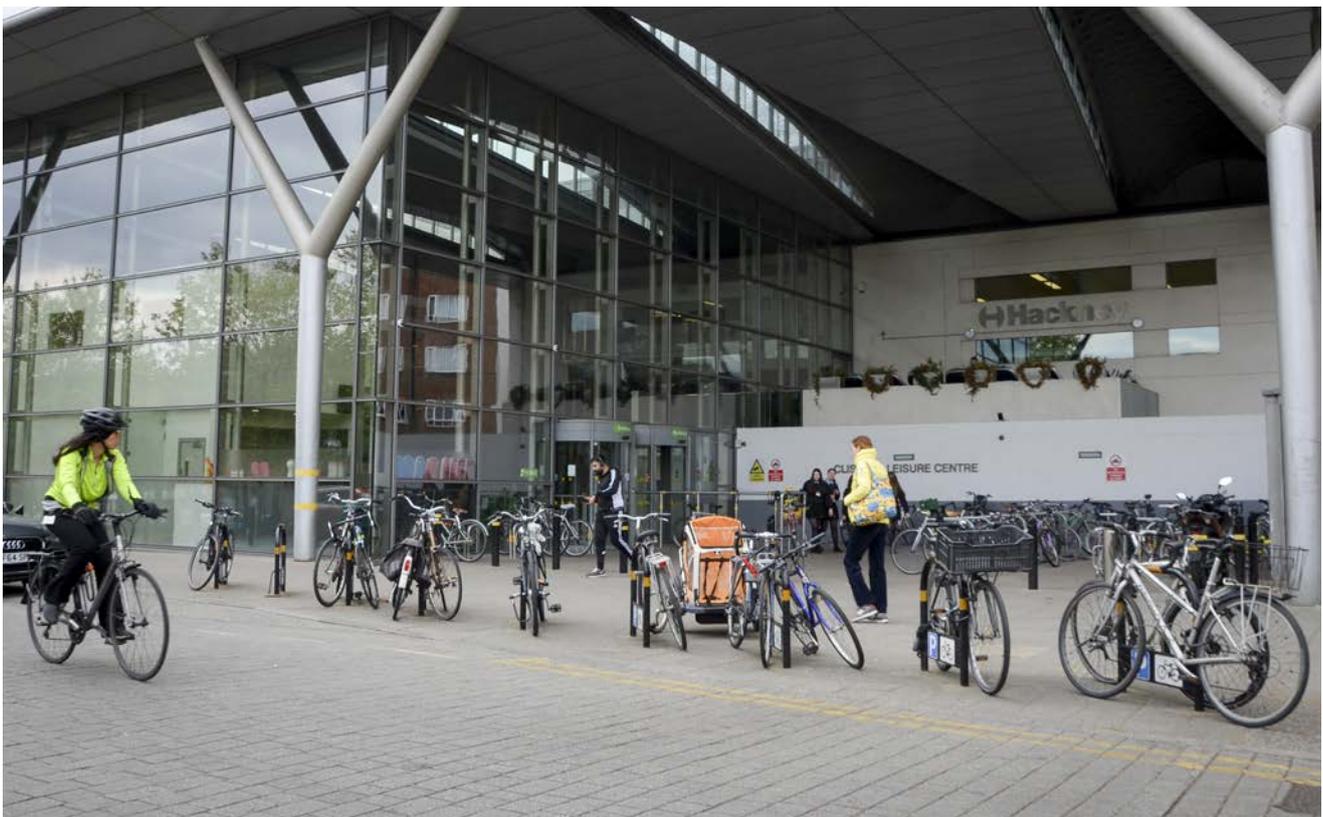
First, since the majority tend to be local destinations such as libraries, places of worship and GP surgeries, it is difficult to provide strategic demand analysis.

Secondly, due to the varied ownership and management of these diverse locations, building an accurate picture of existing cycle parking provision is challenging.

Thirdly, this means that cycle parking will need to be delivered on a site-by-site, tactical basis involving discussions with individual land owners.

Through this implementation plan, we will take the opportunity to deliver cycle parking at community destinations as part of new cycle route schemes.

However, a longer-term strategic approach is also required, and this plan proposes a new partnership approach to support stakeholders who are responsible for multiple destinations across London, such as the NHS and the Royal Parks.



Implementation plan: community destinations

In the short term, providing more cycle parking at community destinations will require a pragmatic and tactical approach. We will focus our attention on the growing Cycleways network, identifying amenities, parks, hospitals, leisure centres and other community destinations that are close to proposed cycle routes. We will also encourage owners and managers of these destinations to bring forward ideas for cycle parking through public engagement for new routes.

For example, as part of developing the proposed Camden to Tottenham Hale Cycleway, we worked with borough officers, local communities and stakeholder groups in Camden, Islington, Hackney, Haringey and to identify where they see the need for more cycle parking along the route. As well as identifying key locations such as stations and town centres, this engagement has highlighted a demand for additional parking at amenities and community destinations, and we will explore the potential for delivering cycle parking at these locations as we continue to develop proposals for the route.

In many cases, the most effective way of increasing cycle parking at community destinations will be through a longer-term, partnership approach.

In 2019, we will engage with organisations and other entities who are responsible for managing some of London's major community destinations.

We will focus on partners who are responsible for multiple locations across the Capital, such as the NHS in London, the Royal Parks and social enterprises such as Better, who manage leisure facilities and libraries on behalf of many London boroughs.

By taking a partnership approach, we will be able to understand the specific cycle parking challenges that different organisations face and develop effective joint approaches to overcoming them. In some cases, this might include match funding for cycle parking improvements, and in other cases it could include sharing knowledge and best practice.

Action 16

Work with boroughs to deliver cycle parking at community destinations served by the Cycleways network.

Action 17

Engage with major stakeholders, such as the NHS and Royal Parks, as well as major cultural and leisure destinations to improve visitor cycle parking facilities.

Chapter 5 – Working together to deliver the plan

To realise London’s potential as a cycling city, TfL, boroughs, rail operators, businesses and communities must all work together to deliver more cycle parking. To make this happen, we are providing increased levels of support and guidance for our partners.

Many different organisations play a significant part in providing cycle parking for Londoners. We are committed to fostering a partnership approach to delivering cycle parking, working with a range of stakeholders including:

- London boroughs to deliver more cycle parking on the streets that they manage, which make up 95 per cent of London’s streets
- Network Rail and TOCs to improve cycle parking at rail stations they operate
- London’s businesses and employers to provide cycle parking for their staff, clients and customers
- Developers and planning officers, to bring forward developments that meet the cycle parking standards set out in the draft new London Plan
- Schools, hospitals, leisure centres and other community organisations, to provide cycle parking within their premises
- Community groups, cycling advocates and other champions, to continue to make the case for more cycle parking across London

We will provide support for this diverse group of stakeholders, including:

- Offering a dedicated support package for delivery partners, including detailed demand analysis
- Updating the London Cycling Design Standards with comprehensive quality guidance for cycle parking, and bringing together best practice and advice for maintenance and management of cycle parking
- Working with Wheels for Wellbeing and other accessibility groups to trial inclusive cycle parking measures
- Partnering with the Metropolitan Police and the cycle retail industry to crack down on cycle theft alongside the rollout of secure cycle parking
- Working with London boroughs and dockless bike share operators to ensure that hire cycles are parked responsibly

Through this collaborative approach, working jointly between public and private sector organisations, we will ensure that cycle parking is a fundamental part of the Capital transport’s network. By achieving this we can help overcome the barriers to cycling and make London a healthier place for everyone. Further details and actions are set out in this chapter.

A package of support for our delivery partners

To support our partners in prioritising the delivery of more cycle parking, we are making a detailed version of the demand analysis contained in this document available for boroughs and other delivery partners.

We will also work with boroughs to explore the potential for a new cycle parking procurement framework for London, offering a straightforward 'one-stop-shop' to help organisations across London invest in cycle parking, including in schools and workplaces. The framework would guarantee high quality standards and could enable simpler and leaner delivery processes.

Action 18

Support our partners in the delivery of cycle parking by:

- Sharing our detailed cycle parking demand analysis with partners to inform delivery
- Working with boroughs to investigate the potential for a cycle parking procurement framework for London, allowing boroughs and other delivery partners to deliver cycle parking in a simple and efficient way

High quality cycle parking

Achieving this plan is not only about increasing the volume of cycle parking in London. New cycle parking will also need to be of a high-quality, easy to use, and well maintained throughout its lifecycle.

There is no such thing as one-size-fits-all cycle parking, and high-quality cycle parking means different things in different places. Building on the London Cycling Design Standards (LCDS), we will develop quality guidance for each of the six focus areas, which will be published as part of future guidance. Through this process we will engage with cycle parking providers and support the development of innovative solutions to deliver cycle parking in the most space-constrained locations

We will also develop new maintenance guidance for use by TfL, boroughs, businesses and other organisations who are responsible for the management and maintenance of cycle parking. This will set out best practice and advice that can be followed to ensure cycle parking is kept up to standard, beyond delivery.

Action 19

Ensure that London's cycle parking is high quality and fit-for-purpose by:

- Publishing quality and maintenance guidance for cycle parking by 2020

The draft new London Plan

The draft new London Plan, currently undergoing Examination in Public, proposes policies to ensure that sufficient convenient, accessible, safe and secure cycle parking is provided in new developments across different use classes, taking into account both future and potential demand. It is therefore an essential part of achieving our vision for cycle parking in London.

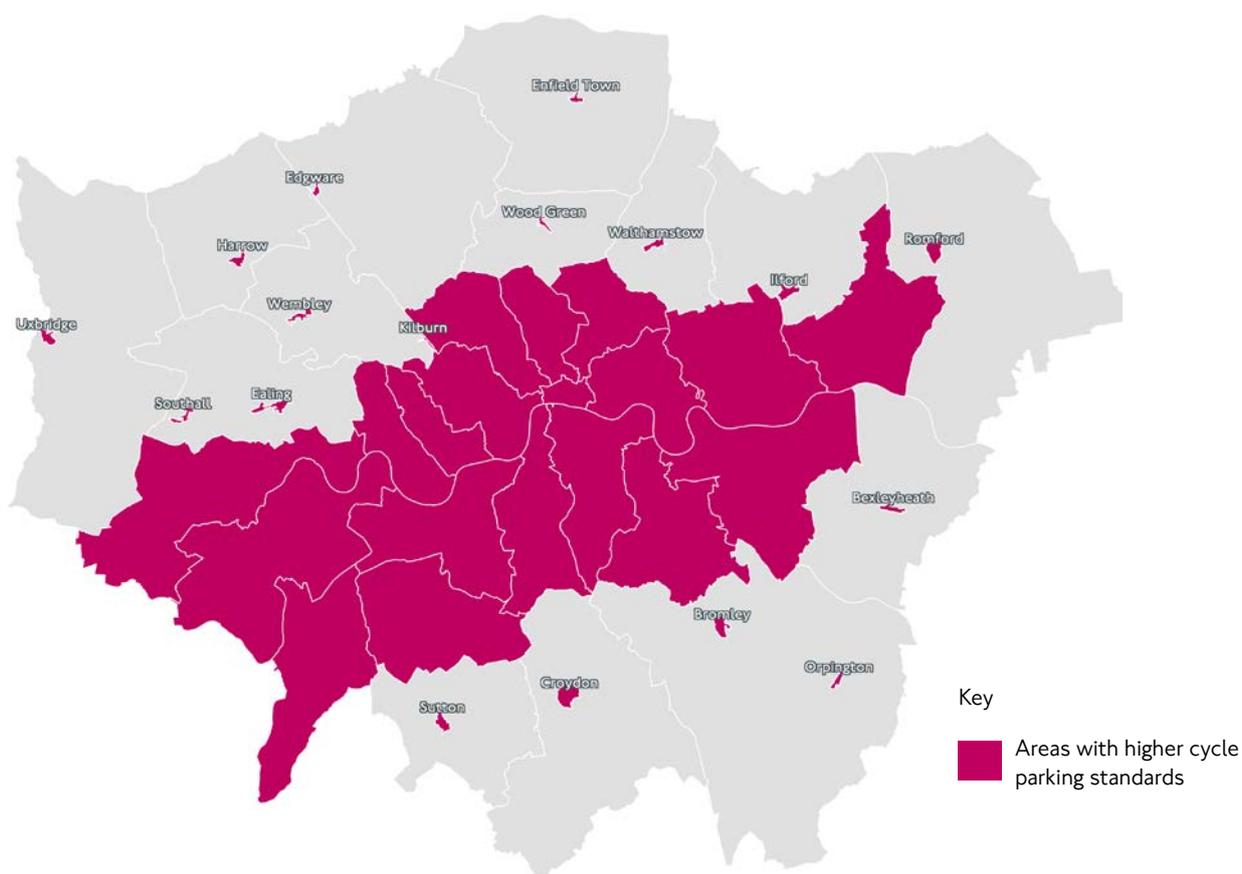
The most significant changes proposed in the draft new London Plan are:

- The introduction of areas where higher cycle parking standards apply for short-stay retail cycle parking and long-stay office cycle parking (Figure 14)
- Increased long-stay cycle parking standards for offices, from one space per 90 square metres in the areas where higher standards apply, to one space per 75 square metres in other areas

- Increased long-stay residential cycle parking standards for one-bedroom dwellings, to cater for dwellings occupied by more than one resident
- Increased long-stay cycle parking standards for student accommodation to one space per bedroom, to enable all students to own a cycle.

These changes, alongside the existing standards, will ensure that new developments are fit to support the growth in cycling in London for decades to come.

Figure 14: Areas of London where higher cycle parking standards apply



Accessible cycle parking

Cycles come in all shapes and sizes, and cycle parking needs to be accessible and useable for all types of cycle. This includes larger cycles such as cargo bikes and adapted cycles such as handcycles and tricycles, which many Londoners rely on for mobility.

These requirements are increasingly being taken into consideration in the design of new cycle parking facilities: for instance, the upgraded Finsbury Park Cycle Hub includes seven parking spaces for large cycles. However, there is more to be done, particularly for on-street cycle parking.

In collaboration with Wheels for Wellbeing, the charity for disabled cyclists, we will trial on-street cycle parking for larger cycles as part of Cycleway 4 (Greenwich to Tower Bridge), due to start construction in summer 2019.

We will use this trial to explore how we can best provide and manage accessible cycle parking, including piloting an advisory sign to make it clear that specific cycle parking is designed for users of larger cycles, and should be provided for accordingly.

If successful, we will build on the trial by rolling out accessible cycle parking provision as standard across the cycle network.

Action 20

Work with Wheels for Wellbeing and other user groups to trial cycle parking for larger cycles as part of Cycleway 4 within the first year of this plan.



Cycle theft

Between 2017 and 2018, 20,000 cycles were reported stolen in London.⁷⁴ Our research tells us that 22 per cent of Londoners who do not currently cycle are put off cycling by the fear of cycle theft⁷⁵ and that 34 per cent of victims cycle less or stop cycling altogether as a result.⁷⁶

Providing secure cycle parking will help reduce the risk of theft but curbing cycle theft will also require a collaborative approach between central government, local and highway authorities, the police, the cycle industry and people cycling. As part of this implementation plan, we will:

- Reduce crime by installing high-quality cycle parking in locations with high levels of natural surveillance, that are well-lit and, when required, have CCTV
- Develop standards to improve the security of parking stands and work with Secure By Design officers to improve the security of cycle stores within developments without compromising accessibility or convenience
- Prioritise cycle parking with secure, locked access in areas most at risk of cycle theft. These include stations and residential areas, where cycles are parked for long periods of time
- Work with government partners to support the implementation of the forthcoming National Cycle Security and Safety Strategy in London
- Work with the cycle retail industry to promote the systematic marking of new cycles and promote secure locking techniques
- Increase security-awareness and promote good secure-locking practice including through cycle skills training.



The role of Santander Cycles

Santander Cycles enable visitors and Londoners to hire a bike for their journeys in the Capital.

Each day, nearly 30,000 trips are made by Santander Cycles. The service is especially popular among rail passengers, with 6,200 journeys starting or ending at a docking station near a rail terminus each day.

In some of the most constrained environments, Santander Cycles can provide a space-efficient alternative to complement standard cycle parking facilities.

For example, the docking station at Waterloo station supports 1,300 onward trips from the station every day: providing equivalent levels of cycle parking would require over two square kilometres of additional space. The service is staffed and supplied with additional bikes at the busiest times, ensuring that commuters can always rely on accessing the service.

Parking for dockless bikes

Dockless bikes can provide additional access to cycles in areas not served by Santander Cycles. However, it is important that dockless bikes don't cause danger or obstruction, or reduce accessibility in the public realm. Ensuring that they are parked responsibly is key to doing so.

We have worked with the London Boroughs and other stakeholders to develop a Dockless Bike Share Code of Practice which outlines the expectations for the delivery of safe and responsible dockless bike sharing⁷⁷.

We are now exploring a cross-London approach to regulating the operation of dockless bike sharing with London Councils. The proposed approach would treat London as a borderless operating area, rather than the current approach which differs between boroughs.

Boroughs would designate approved parking places for dockless bikes, and a new byelaw would ensure bike operators and their customers only park dockless bikes in these locations, which would serve as virtual docking stations.



Conclusion

Improving the availability and quality of cycle parking is essential to support the anticipated growth in cycling and to achieve the Mayor's ambition for a prosperous and healthier London where people choose to walk, cycle and use public transport.

Our data-led approach gives us an unprecedented understanding of where cycle parking is needed, now and in the future. Through the actions set out in this plan, we will accelerate the delivery of safe, convenient and inclusive cycle parking alongside the rollout of the Cycleways network.

This will complement the on-going delivery of cycle parking by London boroughs and other partners. We will build on these relationships and forge new ones to ensure that cycle parking is recognised as a vital element of our streets and transport networks.

Over the next five years we will monitor the progress made in delivering of this plan, keep our demand analysis up-to-date and develop new ambitious delivery targets for the future.



Further information and guidance

Any comments or queries relating to the Cycle Parking Implementation Plan should be directed to activetravel@tfl.gov.uk

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