

Report to Scrutiny

Item Number: 6

Contains Confidential or Exempt Information	No
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Subject of Report: Cycling

Meeting: Wednesday 6 December 2017

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Brief: To consider an update on cycling matters in the borough including the draft strategy

Recommendations: The Panel is recommended to:

- consider and comment on the developments in cycling within the borough;
- comment on the draft cycling strategy; and
- make suggestions for further improvements accordingly.

1. Introduction

1.1 This report gives details of current situation for cycling in Ealing, recent projects and initiatives (including key groups), alternative viewpoints and the new draft Cycling Strategy.

2. Background

2.1 Whilst cycling may only account for a small proportion of journeys within LB Ealing at 2.4% this still represents around 15,000 trips every weekday. Cycling has been increasing in both Ealing and London as a whole, with a 130% increase in Greater London cycle trips since 2000 and a 225% increase from 2008 to 2016 in Ealing.

2.2 However, the popularity of cycling has steadily been declining since the late 1940's. This has coincided with the increases both car ownership and motor traffic. Other factors such as the building of motorways and out of town shopping centres have also had a role in marginalising the role of cycling.

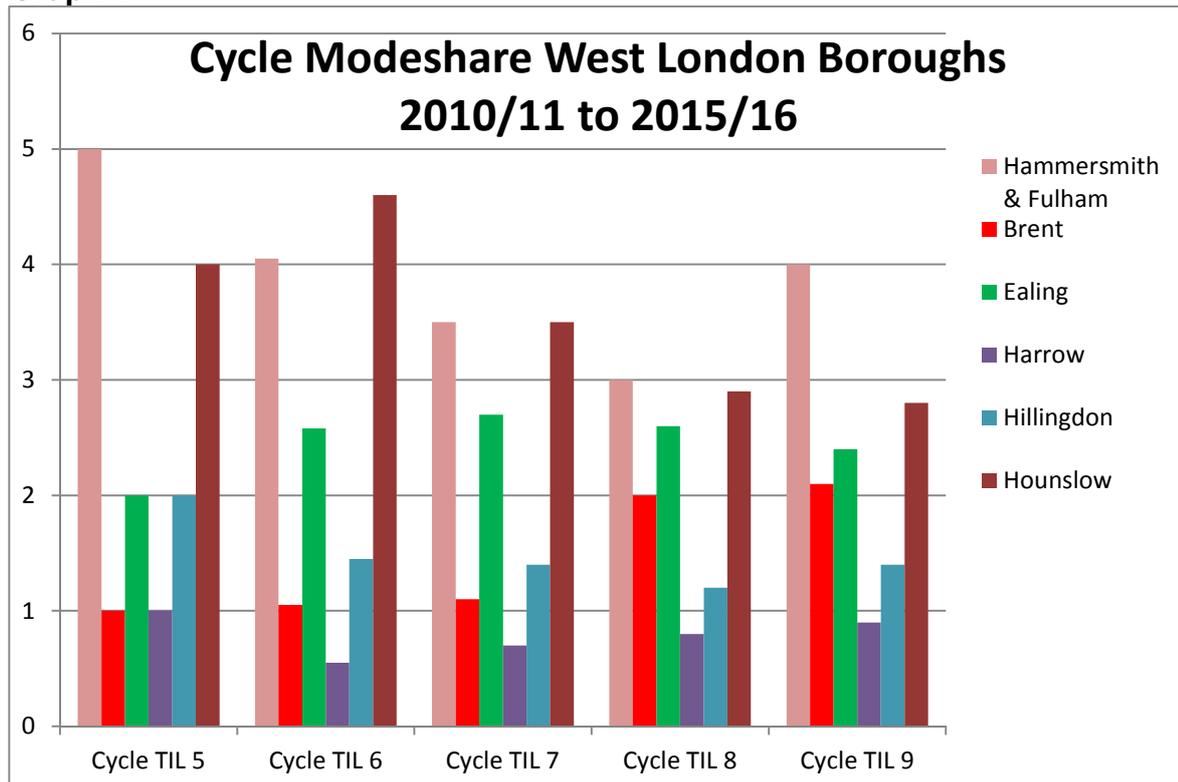
2.3 Levels of cycling in Ealing are comparable to both the Greater London average plus the average of the six West London Boroughs, but is higher than the rest of Outer London (Table 1). Cycling in Ealing reached a recent high of 2.7% of journeys or 17,280 weekday trips in 2013/14. However, there has been a slight dip in cycle trips since, one explanation could be a drop-off in cycling's profile following a burst of positive publicity during the 2012 Olympics.

Table 1 –Cycling Mode Share Comparison

Area	
Ealing	2.4%
West London	2.3%
Outer London	1.9%
Greater London	2.7%

2.4 In line with some of the other West London individual boroughs (particularly Hounslow) Ealing has experienced a recent slight fall in cycle trips. Areas nearer central London (such as Hammersmith & Fulham) tend to have higher levels of cycling due to a combination of lower car ownership, less car parking, shorter journeys, and slower traffic speeds which make cycling a more viable option in terms of journey time. This theme is explored further within the Borough of Ealing in the paragraph below.

Graph 1



2.5 Table 2 using data from the last census below demonstrates that cycling is more popular in the more dense urban areas such as Acton than the more suburban areas such as Greenford and Northolt. There tends to be a correlation between having higher levels of cycling, walking and public transport (e.g. East Acton, Southfields wards) with lower levels of car use. Where car use is higher, levels of cycling are much lower (e.g. Dormers Wells, Northolt West End wards).

Table 2 2011 Census - Travel to work LB Ealing Wards

Ward	Underground	Train	Bus or coach	Car or Van	Cycle	Walk
Acton Central	20.6%	4.8%	9.0%	16.5%	3.9%	6.1%
Cleveland	19.0%	5.3%	6.4%	22.0%	2.0%	4.5%
Dormers Wells	6.7%	2.7%	14.1%	26.0%	0.7%	4.4%
Ealing Broadway	28.1%	6.5%	4.9%	17.4%	2.1%	5.5%
Ealing Common	28.9%	4.6%	5.0%	18.4%	2.9%	4.8%
East Acton	23.7%	3.9%	9.9%	15.3%	3.2%	5.7%
Elthorne	19.9%	5.7%	9.2%	21.7%	2.8%	5.8%
Greenford Broadway	10.6%	2.6%	13.1%	28.6%	1.1%	3.5%
Greenford Green	18.0%	3.1%	8.1%	29.9%	1.0%	3.5%
Hanger Hill	27.0%	3.8%	4.3%	20.7%	1.5%	4.9%
Hobbayne	13.8%	5.7%	10.5%	24.9%	2.1%	4.4%
Lady Margaret	6.8%	3.0%	12.8%	33.0%	0.6%	3.7%
North Greenford	18.1%	4.2%	8.3%	30.0%	0.8%	2.9%
Northfield	30.8%	3.6%	5.4%	20.3%	3.4%	4.4%
Northolt Mandeville	16.3%	3.8%	9.0%	27.5%	0.6%	2.9%
Northolt West End	8.0%	2.7%	12.5%	29.8%	0.7%	2.3%
Norwood Green	5.6%	3.6%	10.1%	26.1%	0.9%	5.3%
Perivale	18.7%	3.5%	7.0%	27.3%	1.7%	5.0%
South Acton	24.3%	3.6%	8.4%	15.0%	2.8%	5.5%
Southall Broadway	4.0%	4.2%	15.7%	21.9%	0.6%	6.9%
Southall Green	3.7%	3.8%	16.9%	24.4%	0.7%	5.4%
Southfield	28.6%	2.9%	6.9%	16.6%	4.6%	6.1%
Walpole	27.8%	4.4%	5.8%	19.3%	3.7%	5.7%

(note: darker shading indicates higher values)

3. The Previous Ealing Cycling Strategy 2010-16

- 3.1 In October 2010, the Council launched its “Cycling Strategy 2010-2016”. Ealing was the first local authority in London to develop a published strategy with ambitious short and long term targets for cycling. This set the footprint for the Borough to strive towards being a “Biking Borough” and to start the desired move towards being an exemplar Borough on cycling.
- 3.2 The Cycling Strategy sought to present a picture of cycling in the Borough, set new local objectives and targets and put forward a meaningful action plan to help the Borough work towards the Mayor of London’s aspiration of a 400% increase in cycling on 2000 levels by 2026 to achieve a 5% mode share across London.
- 3.3 The Cycling Strategy has as its basis the following objectives:-

- Increase the overall number of trips made by cycle, especially for short journeys
- Increase the number of people cycling in the borough
- Encourage existing cyclists to cycle more often and for different purposes
- Attract family members to try cycling, moving towards a critical mass within social groups that are already accepting of cycling
- Promote cycling as a convenient, safe, secure, inclusive and enjoyable activity
- Reduce the rate of cycle theft in the borough, and improve the detection rate for theft that does occur

3.4 During the course of the Cycle Strategy 2016, the Council have achieved the following:

- Completed the Ealing Broadway Cycle Hub
- Established Political Champions for Cycling in Council Leader Julian Bell and Cabinet Member for Environment & Transport Cllr. Bassam Mahfouz
- Constructed the Corridor 4 Little Ealing Lane and Castlebar Road, segregated cycle lanes
- Developed and rolled out the Cycle Safety Shield warning system for lorries.
- Canal Towpath walking and cycling enhancements in partnership with the Canal and River Trust.
- Expanded the Direct Support for Cycling (DSC) programme, and trained 7,452 children plus 2,649 adults to cycle safely on the roads from April 2011 to March 2017
- Substantially completed the Ealing Broadway Mini-Holland segregated cycle lanes
- Completed the Ruislip Road East Quietway segregated cycletrack
(More details provided in the Appendix C Draft Cycle Strategy 2017-21)

4. Cycling Strategy 2017-21

Cycling Commission

- 4.1 Despite the achievements outlined above, the Council recognises that the uptake in cycling has been lower than expected. Whilst this is partly due to the main 'Mini-Holland' bid not being successful in delivering the multi-million pound TfL funding requested, the leadership felt a change in approach was needed to maximise resources and opportunities for cycling in Ealing.
- 4.2 The Ealing Cycling Commission was set up in September 2016 and led by Cllr. Julian Bell, and invited influencers and academics to provide evidence from London, Brighton and Copenhagen to suggest how Ealing could become a beacon authority for cycling. The Commissioners debated and unpicked the most challenging cycling barriers faced as a borough. As a result, a clear mandate emerged to turn Uxbridge Road into Ealing's first primary cycling corridor. Further, the commissioners maintained support for high quality cycle parking at both ends of the journey and supporting measures, such as cycle training, as essential to grow the number of residents using bicycles. The commission made clear that no opportunity should be missed to improve cycling in order to reduce the 31% of car journeys in the borough that are 2km or less. Further details of the Cycling Commission are provided in Appendices A 'Ealing's Cycling Commission Details' and C 'Draft Cycle Strategy 2017-21'.

Draft Cycle Strategy 2017-21

- 4.3 This strategy has been led by the outcomes of the Ealing Cycling Commission, which was set up to review cycling within the Borough, set the vision for the future and make recommendations in terms of priorities and opportunities.
- 4.4 The draft Cycle Strategy contains the following sections and information and the full strategy is provided in Appendix C 'Draft Cycle Strategy 2017-21'
- **Background**
 - The Case for Cycling, Cycling Commission, Barriers to Cycling
 - **The Way forward**
 - Vision for Cycling in the Borough and Objectives
 - **Policy/Strategic Framework**
 - Including The Equality Act
 - **Cycling Data and Analysis**
 - **Policy**
 - Cycle Network and Routes, Cycle Parking, Training, Cycling in Schools
 - **Implementation Programme**
 - Partners, Infrastructure, Training, Communications and Marketing, Events, Dockless Cycle Hire
 - **Performance Monitoring Plan**
 - Targets and Review
 - **Appendix A- Reference**

5. Benefits of Cycling

- 5.1 There are many motivations for cycling, although the main one is health, there are also significant cost and environmental benefits for cycling over the car, particularly for short journeys.

The Health benefits of Cycling

- 5.2 Cycling is good aerobic exercise which is good for the heart and lungs. The heart and lungs work together to bring oxygen and nutrients to the muscles and a strong heart and powerful lungs are the building blocks of general fitness.
- 5.3 Cycling increases energy levels and helps the body to burn fat and reduce cholesterol. The human body burns calories even when at rest not just when exercising. Places with high levels of cycling such as Oxford and Cambridge, plus the countries of Denmark and Holland have lower levels of obesity, diabetes and heart disease despite people not having significantly different diets simply because people get more regular exercise, much of it through cycling.
- 5.4 Exercising also releases endorphins into the bloodstream which are substances produced in the brain which create a feeling of contentment and happiness. Aerobic exercise therefore can help to reduce stress.
- 5.5 Regular exercise is advocated by the government Chief Medical Officer to stay healthy and prevent illness for the following groups and intensities:
- Children 5-18 years old 60minutes each day
 - Adults (including over 65 years) 30 minutes five days per week
- 5.6 Further details on the benefits are given in Appendix C 'Draft Cycle Strategy 2017-21'.

6. Safety

- 6.1 On average eight cyclists are Killed or Seriously Injured (KSI) in the borough each year, out of 3.75 million weekday trips per year. Which equates to a KSI rate of just over one every 600,000 trips. This figure is equal to one casualty every 1,200 years based on a return trip every weekday. The current level represents a fall from 13 KSIs a year in 2010 and 19 KSIs a year in 2003.
- 6.2 The picture (which for non-fatal casualties is similar to other parts of London) is one of a very low rate of Serious Injuries sustained by a typical cyclist. It is important to remember that the health benefits of cycling outweigh the existing injury disbenefits by a factor of some 20 times: it is far more dangerous not to cycle than to cycle!
- 6.3 Nevertheless, it is important to reduce the casualty rate among cyclists by:

- Increasing the numbers of regular cyclists, creating a “critical mass “effect which makes other road users more aware of cyclists
- Extending the knowledge of correct cycling behaviour among actual and potential cyclists
- Reducing danger to cyclists and other road users by appropriate measures.

7. Accessibility

Disabled people

- 7.1 Some disabled people can use cycles including those with learning disabilities and as a low impact activity by people with joint conditions such as arthritis. There are specialist cycles available such as tricycles and electric bikes which can be used even by people who find walking difficult. Cycles are often used as mobility aids or are used in combination with other mobility aids. Inclusive cycling design needs to be built into all schemes catering for all, from novices to long-distance cyclists.

Case Study– Working with autism

Ealing Council and cycle training provider Cycle Training UK worked together to support a young boy living with autism to learn to cycle independently to school.

Pawel is 13 years old and in year 8 at Springhallow School which specialises in education for children with autism. Previously to get to school, Pawel and his mum cycled in together but with the new school being closer his mum was keen to find a way for Pawel to get to school independently which allowed her to go back to work.

CTUK cycle trainers gave Pawel the support he needed to make short journeys independently. His initial cycling ability was assessed and then he took a one to one Bikeability level 2 on road training course which included route planning to his new school.



Pawel completed Bikeability level 2 in three hours showing he could negotiate junctions and traffic safely.

Plans are now to arrange for Pawel to be “shadowed” on a ride to his new school. Following Mencap guidelines (www.mencap.org.uk) an instructor will arrange with his mother to shadow Pawel as he undertakes his new journey for the first time on his own to ensure that he’s able to ride safely on-road outside of the “lesson” environment.

As a result of Ealing's cycle training offer Pawel will be commuting independently to a mainstream secondary school while his mother will be in a position to return to paid employment.

Children

- 7.2 Children are a key target audience for the Council's Direct Support for Cycling (DSC) cycle training programme. Encouraging cycling to school is important because children are the next generation of cyclists and learn to cope with conditions quickly, plus experience shows that children who cycle are more likely to become adults who cycle.
- 7.3 Ealing's School Travel Programme supports cycling in a number of ways to encourage children and parents to travel to safely and sustainably on the school run. The DSC cycle training programme's accredited instructors provided schools courses for 1,534 Children at schools in LB Ealing during 2016/17.
- 7.4 Travel to school data from Ealing schools shows that whilst around only 2% of children currently cycle to school, over 20% would like to cycle. The most common reason given was that parents were reluctant to let their children do so because of road safety concerns. Further details on Ealing's initiatives to assist children are given in Appendix c Draft Cycle Strategy for Scrutiny Panel.

8. Other viewpoints

- 8.1 There are many opinions both in favour and against cycling. A range of alternative viewpoints are given below:

“People frequently break the rules of the road when cycling (ignoring red lights, etc.)”

Much attention is paid to the issue of people cycling through stop signals, whereas the truth is that, regardless of the mode of travel used, some people will break traffic rules. People are no more likely to break traffic laws when they are cycling than when they are driving or walking. The bad behaviour of some should not be used as an argument against improving conditions for all (a point that doesn't usually need making for other modes of transport).

“Nobody would choose to cycle if they could drive instead”

In places designed primarily for car use, it is no surprise that people choose to travel by car. And for longer journeys many people will choose to go by car, or by bus, train or air.

However, one big problem with the car as a mode of transport is that too many people using them for short journeys leads to traffic jams and poor air quality. Nobody benefits from this. But when a town or city is designed to enable cycling, then it becomes the obvious choice – easy, convenient transport for local journeys, such as to schools, shops, etc.

Everybody benefits from this increased level of cycling – even those who do need to drive, as it means that they're not sat waiting in traffic which is made up of people using a car for short local journeys.

“There shouldn't be any provision for cycling because people who cycle don't pay for the roads”

We also don't expect people who walk anywhere to pay a tax for walking along footways – so cycling should be no different, especially as more cycling benefits everyone in society. More people getting around by cycling means fewer cars in traffic jams, more space on public transport, less motor-caused pollution, and a healthier population in general.

Cyclists do pay tax, income tax, National Insurance as well as 20% VAT on cycles, spares and clothing.

It's also worth considering that most people who cycle do also use motor vehicles – very few people travel exclusively by one mode of transport – and are therefore also paying motoring taxes. Cycling also causes almost no damage to the roads, which therefore require fewer repairs.

“People cycling cause congestion / Providing for cycling won't ease congestion”

In general, congestion is nothing to do with cycling, but is a direct function of the volume of motor traffic on the roads and in particular, queues at junctions. Were this not the case, then we would only see congestion on urban roads, and never on motorways (where nobody cycles).

Reallocating space on roads for cycling will actually make roads more efficient at moving people – a typical motor vehicle lane can carry around 2,000 people per hour, but the same space allocated for cycling infrastructure could carry around 10,000 people per hour.

“Cycling can never be a mainstream mode of transport in big cities, the distances people travel are too great”

In Ealing 65% of car journeys are under 3 miles (5km), and 31% are under 1.5 miles (2km), distances that are easy for most people to cycle, given a safe and comfortable environment in which to do so. Only 13% of car trips starting in Ealing are greater than 6 miles (10km) and the entire Borough is within 30 minutes cycle time of Ealing Broadway.

“Cycling infrastructure (or pedestrianisation) harms local shops”

Cycling infrastructure and traffic-free areas do not restrict access to shops – they can actually make streets with shops on them nicer places to visit, increasing footfall and overall demand.

It's a popular myth that people who arrive by car spend more. People who get to the shops by cycling may spend less per visit, but they will visit more often, and they will spend more money overall. The aim is not to prevent all driving, but to give people safe, sensible choices. Cycling infrastructure won't stop people driving to shops, parking near them and walking a short distance.

Many studies have found that cycling is good for the local retail economy. Cyclists are customers too and many people with high disposable income are regular cyclists. The Council's own studies in Southall in 2012 showed that cyclists spent more in local shops per annum than those that arrived by motor vehicle. This is because cyclists returned more frequently, so the cumulative spend over a week was higher.

Business can utilise cycle deliveries too. Provided they are conducted well there are not large vehicles blocking roads or footways and no engine noise. Companies such as Deliveroo, UPS DHL and Royal Mail all use cycles or cargo bikes to make deliveries as a standard method.

“If cycling infrastructure is installed, shops won’t be able to take delivery of their stock”

It is possible to move goods easily across a well-designed cycleway. Parking bays are located outside the cycleway, and loading takes place across it. This happens routinely on all main roads in the Netherlands and Denmark. It's even happening now in towns and cities in other countries where cycling infrastructure has been built.

Furthermore, pedestrianised areas place severe restrictions on vehicular access, yet still manage to maintain vibrant shopping and business districts. Generally they are able to do so by coordinating delivery times, sharing delivery vehicles, making deliveries using smaller vehicles (or even cargo bikes), or by making deliveries out of hours.

“Our roads are too narrow for cycling infrastructure”

In practical terms, there isn't any road (narrow or wide) that can't be made safe and attractive for cycling. The solutions aren't always politically simple, but physical space is rarely an insurmountable problem.

It is true that some roads may be too narrow to accommodate cycling-specific infrastructure alongside other uses such as parking and multiple lanes for motor traffic. However, it may well be the case that cycling infrastructure is a more beneficial and productive use of road space.

To create space for cycling infrastructure, a road might be made one-way for motor traffic, or parking could be reduced. Alternatively, the amount of motor traffic can be reduced to a very low level, making the road itself a safe and attractive place to cycle.

“More cycling won’t help – electric cars will fix all our transport problems”

A shift from oil-powered cars to electric cars should certainly help to alleviate the problem of air pollution in urban areas.

However, electric cars don't solve many of the other problems involved with motor vehicle use – congestion, danger, public health, land use required for parking, and roads and streets that are blighted by motor traffic.

Furthermore, there is evidence that particulates from tyres, brakes and engine wear can contribute significantly to local air pollution. The source of electricity also varies greatly

around the world, so while clean, renewable energy is available in some areas, many places still rely on dirty sources of fuel for electricity generation.

When cycling, you breathe in more air pollution”

This claim does make sense on a superficial level, cycling, increases your heart rate and your breathing, therefore cycling will cause people to breathe in more of the airborne pollution produced by motor vehicles.

However, many studies have shown that the air quality is worse *inside* motor vehicles. Harmful polluted air builds inside motor vehicles, which means that the people sat inside them breathe more polluted air than people outside them.

The weather isn't good enough to cycle.

When the streets are designed well, you are no more at the mercy of the weather when cycling, than you are when walking.

The Netherlands and Denmark routinely experience very cold winters, but good management of conditions, including clearing snow from major cycle routes, ensures that cycling remains practical as a mode of transport for most people. People still walk there when it's rainy, or cold, or hot – and they still cycle too.

While there may be some places with such extreme conditions that cycling is genuinely difficult, for most cities this isn't true, and in no way justifies failing to provide a safe and attractive environment for cycling.

“We shouldn't provide for cycling, as it disadvantages people with physical disabilities”

Evidence from the Netherlands (and increasingly from the UK, where new infrastructure has been built) shows that high quality cycling infrastructure is often shared with wheelchairs, mobility scooters and other assistive modes of transport. Cycling infrastructure works for all these types of mobility aids.

And in general, cycling infrastructure should go hand-in-hand with other improvements to the physical environment too – like smooth, continuous footways across side roads, for example.

There are cycles available for almost every type of disability – it's actually an inclusive mode of transport that will often act as a mobility *aid* for people who find walking difficult, people who can't walk far and even those who cannot walk at all.

So in fact the truth is the *opposite* of the myth – cycling actually gives people with physical disabilities *more* transport options and independence, not less.

9. Other issues

- 9.1 A significant issue and limitation for the Council are available resources and funding in particular. The Council receives between £3m to £4m each year from the TfL Local Implementation Plan (LIP) budget to spend across 337 miles (543km) of its streets. Put another way this means that the Council has £8.82 per head of population to spend on all modes of transport. By contrast LB Waltham Forest have £36.00 per head of population to spend on cycling measures alone as they were successfully awarded £29m of TfL Mini-Holland funding. Further information of the relative implementation costs of cycle measures is given in Appendix C Appendix c Draft Cycle Strategy for Scrutiny Panel.
- 9.2 There are still significant issues with delivering large scale cycling infrastructure even if massive funding is available. Another successful Mini-Holland borough, RB Kingston have had to scale back their segregated cycle projects in scope, in part due to escalating costs. Whilst in the other Mini-Holland borough of Enfield, widespread public opposition to cycle lanes may cause cycle schemes to be redesigned, delaying their construction and affecting the benefits delivered to cyclists.

10. Cycling into the Future

- 10.1 Looking to the future there are both opportunities and threats to cycling in Ealing. The Borough population is rising at the rate of an additional 3,500 people each year or around 10% each decade. The economy is also expected to grow as more jobs are created both within Ealing and across London to cater for the growing population.
- 10.2 The start of the Elizabeth Line/Crossrail improved rail services in 2018/19 is likely to draw more passengers to use the six stations in the Borough. Some of these users will be drawn from other existing rail and Underground services. Cycling offers a good method for these passengers to reach their station without adding to car traffic or overcrowding already busy buses. However, substantial increases in cycle parking provision may need to be made at stations to accommodate this demand.
- 10.3 If Heathrow Airport is expanded there will be more trips to and from the airport. Much better cycling infrastructure is already needed to make cycling a serious choice for workers to access the airport. Many workers live close to the airport, within 3 miles (5km) including within Southall. However, the roads around Heathrow are fast, noisy, dominated by large vehicles and are generally intimidating to cyclists. Heathrow Airport needs to provide much more to enable cycling to the airport.

11. Legal Implications

- 11.1 Transport for London is a statutory body created by the Greater London Authority Act 1999.
- 11.2 S. 141 (1) of the Greater London Authority Act 1999 gives the Mayor of London a general duty to develop and implement policies to promote and encourage safe, integrated, efficient and economic transport facilities and services to, from and within London.
- 11.3 The Council is required to adopt a Local Implementation Plan (a LIP) which is a statutory plan prepared under section 145 of the Act to set out how we will implement the London Mayor's Transport Strategy within Ealing. Each borough's LIP must

demonstrate how it will contribute to the Mayor's goals, strategies and outcomes, as well as other local and sub-regional goals.

- 11.4 The Highways Act 1980 - requires the council as the highway authority to maintain highways at public expense and maintain them to an adequate standard to be safe for the public to use.
- 11.5 The Traffic Management Act 2004 (TMA) requires local authorities to expedite the movement of traffic, including cyclists, safely on their own and other highway networks.
- 11.6 The Council also has the power to implement schemes set out pursuant to various other statutes including the Town and Country Planning Act 1990, the Road Traffic Regulation Act 1984 and the Local Government Act 1972.

12. Financial Implications

- 12.1 The TfL –funded Local Implementation Plan is the main method by which cycle improvements in the Borough are funded. Other potential funding sources include:

- Liveable Neighbourhoods (TfL)
- Section 106 contributions (Community Infrastructure Levy in future)
- Ward Forum funding
- Council funds

13. Other Implications

- 13.1 There are no other implications from this report.

14. Background Papers

- 14.1 There are four main relevant background papers to accompany this report:

- Appendix C Draft Cycle Strategy for Scrutiny Panel
- TfL Business Plan 2016
<https://tfl.gov.uk/corporate/publications-and-reports/business-plan>
- Draft Mayors Transport Strategy
<https://tfl.gov.uk/corporate/about-tfl/how-we-work/planning-for-the-future/the-mayors-transport-strategy>
- Ealing Council Sustainable Transport Strategy 2016/17
<http://ealing.cmis.uk.com/ealing/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/1285/Committee/3/Default.aspx>

Report Consultation

<i>Name of Consultee</i>	<i>Department</i>	<i>Date Sent to Consultee</i>	<i>Date Response Received from Consultee</i>	<i>Comments Appear in Report Para</i>
Internal				
David Moore	Interim Director of Regeneration and Planning	27/11/17	N/A	N/A
Cllr K Nagpal	Panel Chair	8/11/17	8/11/17	Throughout
Cllr Joanna Dabrowska	Panel Vice Chair	8/11/17	8/11/17	Throughout
Cllr B Mahfouz	Cabinet Member Environment & Transport	24/11/17	N/A	N/A
External				
None				

Report History

Decision Type:		Urgency item?	
Non-key Decision		No	
Authorised by Cabinet Member:	Date Report Drafted:	Report Deadline:	Date Report Sent:
27/11/17		27/11/17	27/11/17
Report No.:	Report Author and Contact for Queries:		
	Russell Roberts Principal Transport Planner Email: robertsru@ealing.gov.uk Tel: 020-8825 9430		

Appendix A

Ealing's Cycling Commission Details

Ealing's Cycling Commission (the Commission) brought together thought leaders and researchers over 12 months to advise the council on making a bold new commitment to cycling. The group heard presentations and reviewed data to help shape a debate, which formed the basis of recommendations. These recommendations are found in this document and underpin the forthcoming update of the council's 3-year Cycling Strategy.

The specific outcomes of the Commission included:

1. Set out what constitutes best practice in relation to cycling strategy and delivery to drive and guide the implementation in Ealing.
2. Clarify the Council's core objectives in relation to cycling (e.g. mode shift/share targets; targets by journey length; '8-80' demographic; etc.)
3. Make clear recommendations for:
 - Ideas to support/promote current cycling initiatives
 - The extent and quality of Ealing's future cycling network
 - A prioritised action plan, focusing initially on the period 2017-2022, and taking a positive view on the availability of funding and staff resources to deliver these actions
4. Establish clear asks of TfL, GLA and other funding partners to help enable and deliver the Commission's recommendations, specifically the action plan to 2022.
5. Help establish clear, new policy and politically-supported strategic priorities in relation to cycling, which:
 - Are consistent with the corporate plan and other relevant council strategies (i.e., regeneration, LIP)
 - Integrate with relevant developments in Ealing and beyond
 - Are part of an integrated approach to enabling more people to travel by bike, on foot and by public transport to reduce the need for travel by car and reduce traffic.
6. Produce a briefing report, summarising the work on all elements described above, to serve as the framework for formal report to Cabinet.

Cycling in Ealing – the current status

The council has made steady progress delivering positive outcomes for cycling over the past ten years. Funding from TfL has secured improvements to cycle infrastructure and behaviour change initiatives.

The Borough Cycling Programme (BCP) (2013 – 2016) delivered improved cycle parking including station parking and hubs, resident bike bunkers and on street hangars, lockers and brackets; cycle training and safer urban driver training; safer lorries and VANS – shield technology; and schools initiatives such as Bikelt.

The annual Local Implementation Plan (LIP) allocation integrated street improvements for cycling and cyclists into corridor and neighbourhood delivery. This included eight kilometers of canal tow path improvements for leisure routes as well as larger schemes such as Acton Town Centre and the Ealing Broadway Cycle Hub.

Despite not winning the full funding for the "Mini-Holland" bid, the council positioned itself well to move quickly to secure ad-hoc funding to deliver the first phase of Quietway 23 along Ruislip Road East and segregated improvements alongside Ealing Common.

Officers continued to deliver strong outcomes on behaviour change initiatives. Instructors trained over 1,700 children and 500 adults in 2015/16, up from 877 children in 2010/11. Residents welcomed innovations such as bike buses, the Southall Bike Shop and discount schemes for locks and winter weather gear.

On the surface, Ealing has made the right moves to increase cycling in the borough. The question turns to why the figures remain so stubbornly low. While figures show progress, it is slow: cycling has increased from 1.6% (2005-08) to 2.6% of journeys (2012-15).

Set out what constitutes best practice in relation to cycling strategy and delivery to drive and guide the implementation in Ealing.

The commission began its work by hearing evidence from Copenhagen, Brighton and Waltham Forest. The presenters broadly share what worked, what did not, how it happened for each location and what Ealing can draw from the experience to realise an improvement in the attitude toward and uptake of cycling.

Copenhagen's Klaus Bondam emphasised cross-party political support; long term, committed delivery with 10-15 year horizons; and using financial and health returns on investment. He also reminded the Commission that cities are for people – recognition that motorists are often cyclists and pedestrians too – engage do not divide. Cycling in Copenhagen uses cycling as a way to improve social inclusion and wellbeing for children and ageing populations.

Brighton and Hove's former councillor Ian Davey suggested that, similar to Ealing, congestion, air quality, perceived (and real) lack of space for additional infrastructure, road safety and a growing population required the city to take action on sustainable transport (walking, cycling, public transport). They've focused on improvements for all sustainable modes. He challenged us to question why car parking is an expectation we fulfil for residents, but cycling infrastructure is hard to win.

Waltham Forest councillor Clyde Loakes, shared their experience engaging (and empowering) the public with village improvements to support cycling and create ownership of the human experience. They have demonstrated political commitment to deal with dissent and deliver excellent places - and monitored impact (through traffic reductions, business occupancy) to prove success. They too used improvements to deliver on multiple agendas such as air quality, safe play spaces, biodiversity, parks and business viability.

The commission also invited research from Rachel Aldred, who has conducted critical research into modal shift; TfL's Lucy Saunders, who developed the Healthy Streets approach; and John Dales, who advises on excellence in the urban realm.

Rachel Aldred introduced the newly published Propensity to Cycle tool (PCT), an online resource, which uses 2011 census data to plot commuter journeys, together with distance and hilliness data, to give each medium super output area (MSOA) within the UK a score reflecting the likelihood of work journeys being cycled. Four scenarios were developed to show potential cycling; government target (a doubling of cycling journeys), Gender equity (where women and men cycle at same levels), Go Dutch (showing cycling levels in UK if at same attitude as Netherlands) and Ebike (layers Go Dutch with potential for ebikes, which addresses distance and hilliness).

The PCT model helps authorities understand where to build cycling infrastructure based not on where it is easy to build or where we currently see cyclists, but where there are *potential* cycling journeys. In Ealing, based on PCT the following was advised: current commuter cycling highest in the southeast of the borough (Bedford Park), if Gender Equity, there would be increased cycling in east of the borough and with Go Dutch and e-bikes in place, over 1 in 5 journeys would be cycled. From a commuter perspective, for routes, there is more early potential in the east of the borough (i.e. less change), but longer term there are routes between key places such as Greenford and Perivale ("A" on Figure 1), and around Southall ("B" on Figure 1) which should also be investigated.

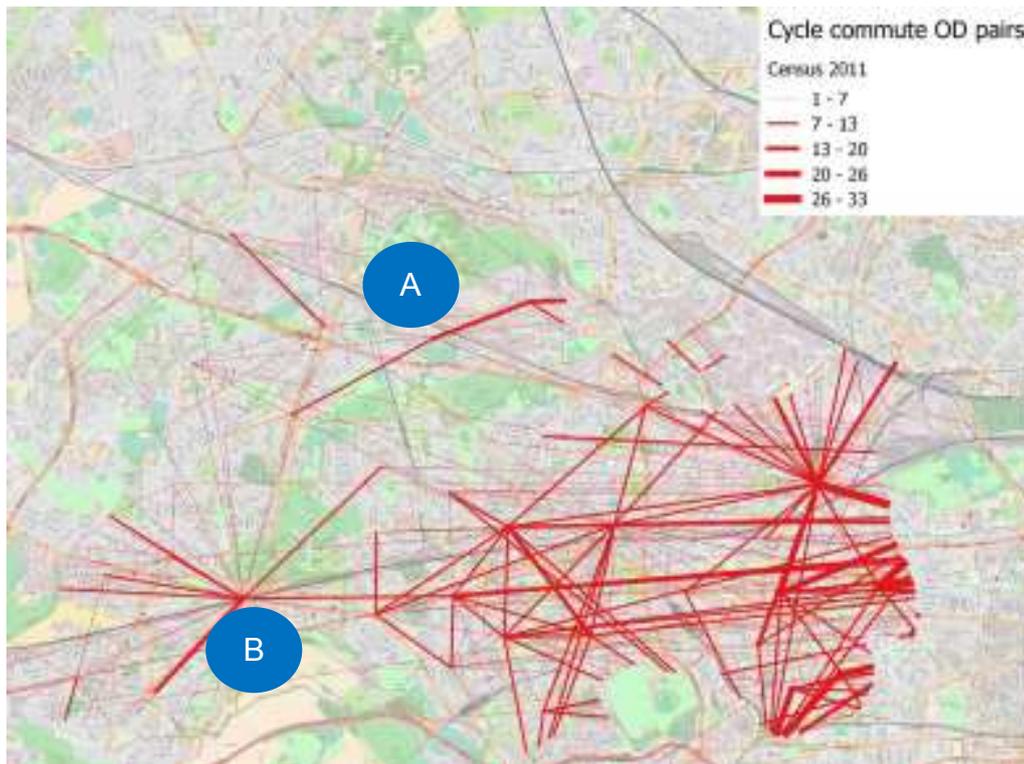


Figure 1. PCT map of Ealing, Cycle Commute Origin and Destination, w Gov't target of 50%

Other modelling shows health benefits of commuter cycling are higher in Ealing Broadway and Southall if using Go Dutch model, and in Ealing Broadway for e-bikes, for reduced CO₂, the west of the borough has the highest benefits for change to cycling (likely due to more motorist commuter journeys in this area).

Other interesting findings shared with the Commission:

1. In England, men cycle more than women and the young and old cycle less – however, in the Netherlands, this trend is almost inverted (women more than men and middle ages less than young and old). This establishes that the reality for England (and Ealing) could be very different.
2. Over 50 studies were reviewed for preference of separated infrastructure, and the majority of studies reported that women reported a preference for separated cycling infrastructure. This establishes that under-represented groups (in cycling) prefer separate cycling infrastructure. All genders prefer high quality routes.
3. Distance and hilliness determine strongly how many people will cycle
- 4.

Lucy Saunders introduced the idea of healthy streets and provided statistics outlining that London has a health problem, including the most overweight children in the UK, and that adults are not active enough, leading to a burden on the NHS. The Mayor adopted the Healthy Streets concept, which is based on ten priorities each working in tandem to create an environment where people want to walk or cycle in the street. Lucy advised that local residents may respond better to improvements if it is seen to be for them, rather than for one group, (e.g. cyclists). Improvements for cyclists can also benefit pedestrians.

Car ownership (which is lower than in other boroughs) is a determinant of whether an adult is reaching the recommended amount of daily exercise of 30 minutes moderate activity per day (e.g.; walking, cycling). Further, street design has a limited impact to air quality improvements and additional work, such as campaigns to reduce car driving or the removal of polluting vehicles at certain times of the day may be required to achieve the desired outcomes.

John Dales advised that creating the right conditions is vital to people feeling safer on their bicycles, which in turn leads to more cycling. He reminded the Commission that pedestrians and cyclists have different needs, and sometimes these needs are in conflict with each other.

Ealing town centre is one of 11 metropolitan centres in London, but is extremely busy and cluttered and not the best environment for cyclists and pedestrians. There are hundreds of metres of guardrail which are corralling people and separating them from the road, as well as short crossing times at traffic lights, which impacts on older people using the town centre. Segregation of cyclists from main traffic is becoming more popular, as a painted line separating motorised traffic and cyclists is often not enough to make cyclists (or potential cyclists) feel safe enough. There are now a number of new methods for segregation, many of which are not permanent, including orcas, armadillos and planters, which create a physical separation from traffic for bikes, but which can be relatively cheap and easy to install and remove, if necessary.

John advised that people will often whinge and complain if proposed changes are not seen as benefitting them. If LB Ealing wants to make the changes and be a place for cycling they will need to make difficult decisions, stand firm and be able to deal with arguments and grips residents and business owners have. The council will need to tell a story that resonates with residents. There is a myth that people in cars spend more in shops than those using other modes, this is true per visit, but not if measured per month. John advised the need to have information like this to refute arguments from people who see change in priority or road layout as a threat.

John advised the potential of routes, such as canals, for cycling, and that they will need to be brought up to standard to allow comfortable and safe cycling to take place.

Cllr. Bell advised Bond Street and Longfield Avenue have potential for having traffic removed. How do you sell changes to residents/visitors? Must try to not just juggle, but prioritise and stick to guns to push through.

Potential funds for Southall from Heathrow airport for some work to support transport/cycling between the two locations. Potential for work with Brompton e-bike scheme in borough – need to investigate further

Question for discussion: Who is our target audience for modal shift and how do we prioritise resources? (e.g. non-cyclists, more cycling by current cyclists, women, children)

Cultural barriers can have an impact, but trips differ, too. Women are more likely to trip-chain and this should be considered. Trips should not be looked at in isolation (e.g. parents may cycle, but won't let their children cycle to schools because of safety fears)

How do we enable short trips? Short trips seem like an area where we could make a difference, leisure/shopping trips. Segregation only required on main roads, quieter roads should be fine. Creating a proper network (Quietways and routes).

Need to be bold and brave and not just focus on easy decisions and options. Ealing have been doing work on small scale but this hasn't led to a significant increase in cycling levels

What do we need to do to have Ealing as a thriving place and have people wanting to cycle there (1.5 mile/2 mile radius distance) – some filtering in place, which helps, but what else? A focus on Ealing Broadway could be a good starting point, as the main centre. Need to look at traffic flow and see what improvements can be made to town centre.

Although it has been stated that there hasn't been a major change in cycling numbers, anecdotal evidence (Peter Murray) from Turnham Green shows that if you provide infrastructure people will use it.

What evidence do we have for the short trips taken by residents? This is more about choice and convenience – making it more convenient to cycle/walk than driving or framing it to make it more attractive. It will take time to bring people around.

Need to understand residents' reasons for driving/not cycling. This information can then be used when coming up with appropriate messaging to support new cycling infrastructure or activity.

Potential use of children passing on messages to parents, which public health team are investigating. Children are keen to be active, but parents are wary of safety.

Hubs as attractive places, Ealing Broadway as the first focus, followed by shopping locations close to schools and shopping centres.

Perception of cars as quicker, therefore the journey will be quicker by that means. Need to change perceptions and educate residents.

We need to build the route not just focus on the hub. Need to adopt hub and spoke approach. Work in Southall was developed to support cycling (through narrowing roads) but is actually more hazardous for cycling. Must make sure we don't use that approach again for other parts of the borough.

Need to identify how to make cycling easier and driving harder – what initiatives could work?

Need to ensure that we have budget to cover any planned infrastructure works – but also need to have facts and messaging in place to tackle arguments and perceptions.

Do we need to rebrand this work as 'Healthy Ealing' rather than just focus on cycling. Maybe cycling and walking can be the method of being healthier rather than the only reason.

There is a need to clarify the Council's core objectives in relation to cycling (e.g. mode shift/share targets; targets by journey length; '8-80' demographic; etc.)

Include older people as a target group, as they will get more health benefits than other groups

If a strategy is developed, it will require clear targets that are relevant, meaningful and include additional benefits, not just cycling numbers – this could include obesity and health impacts

The Council should make clear recommendations for:

- **Ideas to support/promote current cycling initiatives**
- **The extent and quality of Ealing's future cycling network**

We need to establish the current and potential cycling situation, what is working not working for cycling and where are key routes across the borough

Journeys undertaken and others that could be undertaken easily could help to develop a network for cycling – women would be key to this as they traditionally make shorter journeys which could be cycled

- Is there an intention to specifically reduce the share of specific transport mode, or rather a vision of there being an increase in cycling share with reductions across the board for all other emission-creating transport options?
- Use of indicators such as cycling with a child or behaviours to measure success,

- **A prioritised action plan, focusing initially on the period 2017-2022, and taking a positive view on the availability of funding and staff resources to deliver these actions**

Establish clear asks of TfL, GLA and other funding partners to help enable and deliver the Commission's recommendations, specifically the action plan to 2022.

Establish clear, new policy and politically-supported strategic priorities in relation to cycling, which:

- **Are consistent with the corporate plan and other relevant council strategies (i.e., regeneration, LIP)**
- **Integrate with relevant developments in Ealing and beyond**
- **Are part of an integrated approach to enabling more people to travel by bike, on foot and by public transport to reduce the need for travel by car and reduce traffic.**

Commission to set a vision for Ealing to 2030 with the aim of becoming a 'London Copenhagen'
Improve quality of life, Ealing to remain 'Queen of the suburbs', include public realm enhancements – a need to normalise cycling, rather than it being niche
Need to ensure that there are no missed opportunities that could enhance and support the cycling experience, as has happened in the past.

There is also a need to look at bus/cyclist interactions and shared gains

Appendix B
CYCLING STRATEGY PUBLIC ENGAGEMENT WORKSHOP EVENT 7 November 2017

THEMES ARISING FROM THE TRAINING AND ROAD SAFETY TABLE

TRAINING

The overarching aim should be to normalise cycling
Target younger people (primary school age) and families
Family training to inform parents how to cycle in a manner supportive to their children
For adults, incorporate a social element into cycle training e.g. lunch after the session
Promote cycling within organisations via safer cycling champions i.e. a role model who cycles e.g. teachers in schools
Train road users to understand the perspective of other road users i.e. cyclists learn to see what visibility challenges a lorry experiences; drivers experience cycling on busy roads
Incentivise cycling in children/young people
With a reward scheme
By introducing a competitive element
Training should be supplemented by improvements in infrastructure and enforcement
The status of cycle training could be increased by charging for it
Consider training courses to be run on weekend so that people who work Mon-Fri can attend
Training should include long term follow up to track whether children who were trained are still cycling into school, college and work.

CAMPAIGNS

“Dutch reach” – encourage car drivers/passengers to exit the car by opening the door with the opposite hand as this lends itself to checking over your shoulder for passing cyclists
Operation Close Pass – encourage drivers to give cyclists space on the road
20mph zones – encourage lower road speeds
Campaign to challenge the perception that cycling is dangerous
Anti-idling

COMMUNICATIONS

Advertise free cycle training in local bike shops
Place adverts on the saddles of parked bicycles
Use residents associations to advertise messages
Encourage GPs to “prescribe” cycling to patients
Advertise cycling training/services when contacting people about parking permit renewals
Target school leavers who have recently ceased to be eligible for free bus transport
Target cyclist awareness training at new drivers via driving schools/test centres

ENFORCEMENT

Greater enforcement of
Parking on cycle lanes
Vehicles who pass close by cyclists
Where a driver has been given a penalty notice, offer them a reduced fine if they participate in cyclist awareness training

SUPPORT TO ENCOURAGE TAKE UP OF CYCLING

Equalise staff allowances (i.e. mileage allowance payments) between cars and bike
Introduce pool bikes for staff
Time off work to attend cycle training
Cycle to work schemes
Charity rides to encourage starting up cycling

OTHER IDEAS

Requirement to have a cycling proficiency certificate as a prerequisite for getting a driving licence or parking permit

Training for Police (response to cyclists being reprimanded by police for cycling away from the gutter, despite safe cycling guidance telling cyclists to stay away from the gutter)

THEMES ARISING FROM COMMUNICATIONS TABLE

WEBSITE

Really difficult to find cycling anything there
Holding message – tell us why there is only an old strategy
Put a cycling button on the homepage

CONTENT OF COMMUNICATIONS

Ethnicity – comms should be reflective of the community
Match the demographic with the message
We want to see real people, not politicians
Gender specific campaign
Build a photo library of normal cyclists
Build a good stories database - £ savings + exercise
Use air quality information – sitting in your car vs cycling
Use of celebrities...some liked this, others thought it didn't depict "normal"
Languages – communicate in non-English if those are the communities we wish to reach

AUDIENCES

Children – every child learns to ride a bicycle
Target schools -> teachers -> safe routes & bike buses
Get children to tell their parents to cycle – family cycling training
Gym users – women and minorities use "good gym"
Bus drivers and public vehicle drivers
Exchanging places events
Use mumsnet to find women who cycle
Use case studies for advertising: XX went to Ealing for shopping, s/he saved XX £, saved XX time and improved health by integrating cycling into typical day
Get new developments to issue a "move in packet" with cycle skills leaflet, Dr Bikes, etc.
Lifestyle change is best time to change behaviour
Friends groups forums tend to get embroiled in debate
Target Ward forums attract a pro-motorist audience, is this a place to target?
Have a personal cycling story in every edition of Around Ealing
Businesses, schools and residents should know they can ask for/set up the Cycle to Work Scheme
New to cycling - keep momentum after cycle training, invite to social rides, etc

MESSAGES TO MOTORISTS

On parking receipts
Have you considered cycle training?
Free parking next time, ride your bicycle
Ask car park customers to donate 10p to ECC with every pay to park ticket
When residents register for permits – pop up on website
have you thought about reducing the no. of cars in your household?
Tell motorists that operation close pass is in our borough & other campaigns
Use backs of buses to put messages out

GENERAL MESSAGES AND THEMES

Develop a BIG IDEA to shift – i.e., claim the borough as a walking and cycling borough and communicate it everywhere, so anyone entering the borough understands this identity
Make sure messages tie up with what the council is doing, not just marketing
What do you want from your street? You have a choice
Safety safety safety
Celebration of cycling – the image of cycling can be very attractive, cycling is normal
Improve cyclist behaviour to improve image – considerate cyclists
Free parking stickers on all sheffields & as a broader billboard campaign

Use positive messages, “we are ealing and we care about air quality/health/etc”

Don't overload messages – keep it simple, so a child can understand too

Address perceived danger

Bicycles are healthy

Cycling is good for air quality

Cycling saves you money

Cycling should be social & connects you to community – “it's why I live here”

Measures of wellbeing – cycling achieves them all

Explore powers to hold people (motorists) to account

Hold surgeries – would you like to cycle more safely? Here's how.

Promote ECC monthly social rides, connections, people need to connect

Investigate and build on the successes in Southall – women rides, etc

Get clarity//FAQs (website)

Question – is cycling on pavement illegal?

Question – can cyclists cycle across zebra crossings with priority?

Question – how safe is cycling?

CHANNELS

Seek Apps to track and reward cycling – not Strava, too sporty

Improve signage, better, more intuitive signs – it's okay to cycle here

Use the front of Perceval House billboard

EVENTS

One a year is not enough, needs to be regular

Canal rides (off road for beginners)

Ride around a park, i.e. Ealing Common with BMX activities in the middle

Cyclist breakfast

Get community involved in running/leading rides – even train young people to marshal (connect with ECC on this)

Do a Ride London style event – family audience

Pair with Ealing Half to reduce costs of road closures

Explore Ealing rides, fun rides

Rides that increase visibility of scale of cycling in borough – open roads

Tour of West London with neighbouring boroughs

Park run like event – simple, encourages and builds community, some small level of reward/recognition for participation

THEMES ARISING FROM ROUTES TABLE

Group 1

Safety at junctions is a major concern – would like to see cycle lanes and ASLs leading to all major junctions

Most agreed that hub and spoke approach to Uxbridge Road as preferable – “side road” entry treatments (e.g. speed tables) to slow down rat runners. Some present currently avoid Uxbridge Road.

Make schools mini-hubs to encourage cycling to school

North/south links to A40 route and CS9

More “do not overtake cyclists” signs in narrow locations

[Maintenance issue – pot hole on Southall Broadway]

Group 2

No agreement on priorities – some liked the hub and spoke (the Council could get more quiet routes done for the same money), the Uxbridge Road should be a “safety scheme”, do the neighbourhoods first to link to main roads (e.g. Hackney). Others thought routes to the shops should be a focus.

Safety at junctions is a major concern – would like to see cycle lanes and ASLs leading to all major junctions

Concern is drivers racing between junctions.

Route map should be simple (could there be a tube style map?). new cyclists probably follow their own mental maps which are probably car routes

[Hanwell Clock Tower scheme was criticised]

Group 3

No agreement on priorities – one way neighbourhood schemes were popular though, “side road” entry treatments (e.g. speed tables or cycle permeability schemes)) to slow down rat runners.

Acknowledged that the Uxbridge Road is an end point or likely route for many journeys. Suggested emphasis on cycle training rather than routes.

Parking on cycle lanes and enforcement was seen as a major problem [suggestion that parking charges could be increased to pay for cycling schemes] and introduce “door zones”

Safety at junctions is a major concern – would like to see cycle lanes and ASLs leading to all major junctions, plus early release of cyclists at lights. One person suggested cyclists and pedestrians should be able to go at the same time.

Routes should be coloured tarmac to easily identify it as a cycle lane (although why isn't the colour consistent across London)

Signage on routes should be consistent.

[24/7 app needs to be improved for cyclists' concerns and give proper feedback instead of just “closing” requests]

[Road surface conditions a barrier – Uxbridge Road needs resurfacing]

Group 4

No agreement on priorities – although IF the Uxbridge Road could be made safe along its full route – with cyclists given the priority in time and space – it was agreed this would be beneficial. An interim solution of an unsegregated/painted line cycle lane could be a good start whilst funding is secured for major/segregated schemes (quick win).

Uxbridge Road is a barrier – routes that cross it are important.

Some complaints, some support for shared space cycle/foot paths

Parking on cycle lanes and enforcement was seen as a major problem

Safety at junctions is a major concern – would like to see early release and cycle islands to provide protection.

Nick did not like ASLs as he felt it created a blind spot for lorries.

[can't get on Ealing Common cycle path if you miss the original entry point]

[Iron Bridge cited as particularly difficult to navigate especially if turning right]

Summary:

Uxbridge Road featured prominently in the discussion, but there was no consensus in terms of priority (spine vs hub and spoke)

Neighbourhood quietway schemes with entry treatments on side roads and cycle permeability was popular

Most people wanted cycle lanes and ASLs at junctions (although there was vehement disagreement from one person)

THEMES ARISING FROM THE CYCLE PARKING TABLE

Intro

The Council's objective is to create a network of high quality cycle parking.

- Main destinations i.e. town centres, local centres (on-street and off-street), stations, schools and education establishments
- Other locations workplaces, residential (both retrofitting existing and required in new developments)
- Focus on Sheffield stands in areas with good surveillance and focused shelters (including secure Bikehangars)

Questions & Discussion

Which locations should be prioritised and why?

- Sheffield stands spread throughout the borough (including multiple locations in town centres) were universally popular
 - Provide Sheffield stands and cycle hoops in residential roads for visitors.
 - General agreement to focus on popular destinations (town centres, stations, schools etc)
 - Locations should be convenient, as close to destinations as possible & not tucked away
 - 'Bike Bunkers' should be unambiguously permitted in front gardens of houses was v. popular view.
- PT suggested that council guidance could be produced detailing what is PD, i.e. size, material etc

Are there any locations that need more or better provision and why?

- Residential flats were too frequently lacking in both quantity and quality, including visitor parking
- Generally cycle parking should be easy to use (adequately spaced) especially for shoppers, particularly the elderly.

Geographical	Categorised
Clock Tower, Hanwell Greenford Ave, Hanwell	Supermarkets (includes existing)
Tube stations on Zone boundaries –Northfields, Turnham Green	Tube stations on Zone boundaries –Northfields, Turnham Green
Questor's Theatre	Local shopping parades
W.Ealing nr Farmers Market West Ealing Waitrose West Ealing High Street	To replace guardrail where this has been removed
More at Ealing Broadway station to cater for Crossrail (BBC carpark) Perceval House, Ealing Broadway Ealing Broadway Shopping Centre Dickens Yard	Adjacent to traffic calming measures (width restrictions)
Northfields Station	Leisure centres
Southall	Faith sites
	Cafes and pubs
	Residential areas –visitor parking

Would you be prepared to pay for the highest standards of parking provision?

- NO it should be free (popular view)

- Yes my bike is v.valuable (minority view) and I need to securely store it near my house/at the station or town centre when I commute
- BUT Bike Hangars were universally popular (fees not mentioned)
- commuters are happy to pay for secure cycle parking spaces
- ‘Are cycle hubs like Ealing Broadway good value for money? I think not’. –was one view expressed

Other points

- Businesses need to be more bike friendly, acknowledging and providing for cyclists as customers. E.g. Metrobank allow bikes inside the shop, some cafes provide locks and cycle stands, Plantlocks could be provided outside cafes
- Crime detection needs to be given a higher priority by both the Police and Council CCTV team. Suggestion to use local volunteers (as unpaid staff) to check CCTV footage if staff resources are lacking.
- Cycle parking should be required for residential crossover permissions
- underground parking in residential properties are inconvenient and no good
- cafes and restaurants should be provided with safe locks for customers to use- people don’t want to carry a lock when going out for coffee
- Make CCTV priority for footage access when bikes are stolen
- More Mobikes
- New developments should be monitored to ensure Cycle Parking is provided and at good standards
- Place Station tool and pump at Dr Bike Locations for when people go on wrong days.
- South Ealing Station CCTV needs to be fixed
- Educate people on locking different locks
- Place stickers with contact details on each stand for abandoned bike reporting

Appendix C
Draft Cycle Strategy for Scrutiny Panel