

## TfL Presentation on London Cycle Hire Scheme - April 23rd 2009

Gary McGowan of TfL reported on the status of the London Cycle Hire Scheme at a meeting of LCC borough coordinators on April 23rd 2009, at which most boroughs were represented. This is a summary of his talk; unfortunately his slides are not available. My comments are *in italics*.

Gary is with TfL's Special Projects group. They were responsible for, among other events, the Tour de France and Freewheel. It was a very professional and interesting presentation.

They have a website at <http://www.tfl.gov.uk/tfl/roadusers/cycling/cycle-hire-scheme/>

The status of the scheme is as follows:

- A feasibility study was done in 2008 - see summary at <http://www.tfl.gov.uk/tfl/roadusers/cycling/cycle-hire-scheme/cycling-Summary.pdf> or full report at <http://www.tfl.gov.uk/assets/downloads/businessandpartners/cycle-hire-scheme-feasibility-full-report-nov2008.pdf>. This established the expected level of demand and the technology that would be needed.
- The study indicated that there would be a take-up of 9% of possible users and that this would need 15,000 bicycles. *CCC have critiqued these findings and believe that the take-up could be much less, maybe 3%. See <http://www.camdencyclists.org.uk/info/tforum/London%20Velib%20study%20criticisms.revised.pdf/download> for details.*
- The area chosen for the initial scheme is Travelcard Zone 1 ("Z1"). This will be extended if the scheme is successful.
- The tender process for the contractor is running now, with award at end May/early June.
- Launch will be May 2010.
- 9 boroughs plus Royal Parks plus TfL are the clients
- There will be 400 docking stations, each having 28 locking points and a terminal with credit card reader, local map etc, making a total of 10,200 locking points. *This doesn't add up, but is close!*
- There will be 6000 cycles - thus approximately 1.7 stations per bike to allow for some flexibility. *Pro-rating 6000 to the 15000 said to be needed corresponds to a 3.5% take-up rather than the 9% predicted.*
- The stations will be on a regular grid at about 300m intervals. They considered locating them according to expected demand but (a) this was tried in Paris and was a failure - usage was quite different than expected and (b) they want to be sure that there will always be a point within 1-200m throughout Z1.
- Boroughs have already chosen the locations, which may be on carriageway (taking up approximately 5 car parking spaces) or on footways or other available space. Each location will need local consultation and planning permission. More locations have been identified than are needed.
- Oyster cards will be the preferred method of paying. The Oyster card will have to be pre-registered, with a linked credit or debit card so that a deposit can be taken.
- Occasional users can pay a one-off charge using a credit or debit card for the deposit.
- There will be a card reader at each individual locking point and at the terminal.
- The usage charge will be set to cover operating costs. It may be free for the first 30 minutes, like Paris, but maybe not. Charges will be set to escalate for extended use to encourage people to return the bikes quickly.
- In addition to the usage charge, there will be a registration fee which can be paid daily, weekly or monthly.
- They expect users to transfer from other transport modes as follows: Foot 39%, Tube 30%, Bus 24%, Other (taxi, personal bike etc) 7%.
- They expect not to satisfy demand (see above).
- They will avoid putting hire stations near railway stations (would generate too much displacement of bikes to unwanted areas). Their research indicated that to satisfy demand from rail commuters, they would need 40,000 bikes.
- The bikes will not have locks - they want them returned to the locking stations ASAP. With a station every 300m, shoppers will be expected to return them and pick up another one afterwards.
- Availability of bikes and of spaces will be available live on a web interface. It has NOT been decided whether this information will be available at the docking stations, for example to let users know where the nearest space is if there is no space available.
- The scheme operator will be expected to move bikes as needed to maintain a specified level of service.

### Complementary Measures

The scheme is expected to generate a 10% increase in cycling in Zone 1.

- It is recognised that TfL need to provide additional training for both cyclists and other road users - this will be done through the boroughs.
- It is also recognised that local cycle routes will need to be enhanced, and money is available for this, again, through the boroughs. *CCC have already submitted a list of suggestions.*
- Gary made it clear that TfL would facilitate permeability schemes involving TLRN routes (red routes). *These have always been difficult in the past as Camden have no control and TfL are slow to implement changes.*

- We should submit requests for local improvements on borough and TLRN roads BOTH via the local borough AND direct to TfL through LCC.

### **LCC Presentation**

Tom Bogdanovich presented LCC position - see *[not available yet]* His main points were:

- Integration across boroughs is vital. We need a Zone 1 traffic authority (*i.e. take the roads away from boroughs and give them all to TfL!*)
- All roads in Z1 should be 20 mph
- No taxis in bus lanes
- All cycle routes should be 2-way
- Reduce on-street parking in Z1 by 30%
- Extend radial cycle highways into Z1 (currently many end at the boundary)
- Better access to stations
- Redesign gyratories

John Chamberlain

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