

To: Paul Osborn (Chairman)	Linda Haysey	Valerie Metcalfe
David Andrews	Ross Houston	Gordon Nicholson
Derrick Ashley	Heather Johnson	Mary Sartin
John Bevan	Denise Jones	Alan Searing
Stephen Carr	Christopher Kennedy	Alan Smith
Malcolm Cowan	John Knapman	Syd Stavrou
Gwyneth Deakins	Gerry Lyons	Simon Walsh
Nick Draper	Graham McAndrew	Lyn White
Zuber Gulamussen	Sarah McDermott	Debbie Jones (EA)
Christine Hamilton	Maggie McEwen	Tav Kazmi (C&RT)

A meeting of the **AUTHORITY** (Quorum - 7) will be held in the **BOARDROOM** at **MYDDELTON HOUSE** on:

THURSDAY 27 APRIL 2017 AT 14:00

at which the following business will be transacted:

A G E N D A

Part I

- 1 To receive apologies for absence
- 2 **DECLARATION OF INTERESTS**

Members are asked to consider whether or not they have disclosable pecuniary, other pecuniary or non-pecuniary interests in any item on this Agenda. Other pecuniary and non-pecuniary interests are a matter of judgement for each Member. (Declarations may also be made during the meeting if necessary.)

- 3 **MINUTES OF LAST MEETINGS**

To approve the Minutes of the meetings held on 19 and 26 January 2017 (copy herewith)

- 4 **PUBLIC SPEAKING**

To receive any representations from members of the public or representative of an organisation which concerns any area of the Authority's business. Subject to the Chairman's discretion a total of 20 minutes will be allowed for public speaking and the presentation of petitions at each meeting.

5 Presentations

- REVIEW OF 2013 - 2017
by Shaun Dawson, Chief Executive
- BIODIVERSITY
by Cath Patrick, Senior Conservation Officer
- VOLUNTEERING
by Paul Roper, Volunteers Engagement Manager

6 FINANCIAL REGULATIONS WAIVERS 2016/17 Paper A/4239/17

Presented by Simon Sheldon, Director of Finance & Resources

7 WRITE-OFF OF IRRECOVERABLE ARREARS 2016/17 Paper A/4241/17

Presented by Simon Sheldon, Director of Finance & Resources

8 PROPOSED ADOPTION OF DRAFT CYCLING STRATEGY Paper A/4240/17

Presented by Stephen Wilkinson, Head of Planning & Strategic Partnerships

9 PROPOSAL TO DISPOSE OF PART OF ST PAUL'S FIELD SITE, NAZEING Paper A/4242/17

Presented by Beryl Foster, Director of Corporate Services

10 DATE OF NEXT MEETING OF THE AUTHORITY

To note that the next meeting of the Authority will be the Annual General Meeting to be held on Thursday, 6 July 2017 at 2.00pm at Myddelton House

11 Such other business as in the opinion of the Chairman of the meeting is of sufficient urgency by reason of special circumstances to warrant consideration.

12 Consider passing a resolution based on the principles of Section 100A(4) of the Local Government Act 1972, excluding the public and press from the meeting for the items of business listed on Part II of the Agenda, on the grounds that they involve the likely disclosure of exempt information as defined in those sections of Part 1 of Schedule 12A of the Act as are listed on the Agenda. (There are no items currently listed for consideration in Part II.)

LEE VALLEY REGIONAL PARK AUTHORITY

**AUTHORITY MEETING
19 JANUARY 2017**

Members Present: Paul Osborn (Chairman) John Knapman
David Andrews Gerry Lyons
Derrick Ashley Graham McAndrew
Ken Ayling (Deputy for Lyn White) Sarah McDermott
John Bevan Maggie McEwen
Stephen Carr Valerie Metcalfe
Malcolm Cowan Gordon Nicholson
Gwyneth Deakins Mary Sartin
Nick Draper Alan Searing
Zuber Gulamussen Alan Smith
Christine Hamilton Syd Stavrou
Denise Jones Mari Stevenson (Deputy for Linda Haysey)
Christopher Kennedy Simon Walsh

Apologies Received From: Linda Haysey, Heather Johnson, Ross Houston, Lyn White

Officers Present: Shaun Dawson - Chief Executive
Beryl Foster - Director of Corporate Services
Simon Sheldon - Director of Finance & Resources
Stephen Wilkinson - Head of Planning & Strategic Partnerships
Stephen Bromberg - Head of Communications
Stephen Roberts - Head of Property
Dan Buck - Head of Sport & Leisure
Cath Patrick - Senior Conservation Office
Sandra Bertschin - Committee & Members' Services Manager
Lindsey Johnson - Committee Services Officer

Also Present: Eric Reynolds - Urban Space Management
John Burton - Urban Space Management
Jade Appleton - London Councils

6 x Members of the Public

Part I

18 DECLARATIONS OF INTEREST

Name	Agenda Item No.	Nature of Interest	Prejudicial ✓
<i>John Bevan</i>	-	<i>Trustee of Lee Valley Leisure Trust</i>	<i>Non-Pecuniary</i>
<i>Sarah McDermott</i>	-	<i>Member of Wandle Valley Regional Park</i>	<i>Non-Pecuniary</i>
<i>Nick Draper</i>	-	<i>Member of Wandle Valley Regional Park</i>	<i>Non-Pecuniary</i>
<i>Denise Jones</i>	<i>Item 6</i>	<i>Member of Trinity Buoy Wharf</i>	<i>Non-Pecuniary</i>

AUTHORITY MEETING MINUTES 19 JANUARY 2017

<i>Malcom Cowan</i>	-	<i>Trust Daughter works for London Borough of Waltham Forest</i>	<i>Non-Pecuniary</i>
<i>Chris Kennedy</i>	<i>Item 4</i>	<i>Knows the public speakers</i>	<i>Non-Pecuniary</i>

19 MINUTES OF LAST MEETING

THAT the minutes of the meeting held on 20 October 2016 be approved and signed.

20 PUBLIC SPEAKING

Abigail Woodman, representing Save Lea Marshes Group, speaking on Agenda Item 8:

- reject the proposed Land and Property Strategy;
- the approach taken by officers to dispose of a specific piece of land at your meeting next week is flawed;
- this strategy is seeking the authorisation to sell off land without indication as to which land is being referred to;
- it appears that this strategy has been designed to sell off land around the Waterworks;
- under the Park Act you are able to draw funds from the precept, to borrow, make charges and receive contributions to capital facilities. To go against this funding model is against the principles upon which the Park was established. If you cannot afford to build a new ice centre without selling off recreational land for development, then currently a new ice centre is outside of your means;
- the Lee Valley Regional Park is here as a green lung for London, all Members have a duty to uphold this;
- section 12 of the Park Act states that your role is to preserve the Park as a place of leisure, recreation, sport etc and Section 21 of the Park Act says that you can sell land no longer required, yet you are being authorised to dispose of land which still fulfils these functions;
- at no point during the consultations about a new ice centre was anyone told that it would be funded by selling off recreational land, calling into question the validity and integrity of the consultation;
- a justification for closing the Waterworks was that it is underused; however it is only underused because those managing it allowed it to be run into the ground;
- selling Metropolitan Open Land for housing will damage the reputation of the Lee Valley Regional Park Authority;
- over 4000 people have signed a petition against these plans;
- you will also be setting a dangerous precedent if you want to oppose developments inside the Park boundary in the future;
- along with rejecting the Land & Property Strategy today, I would also ask that you reject London Borough of Waltham Forest's plan to rezone an area of Leyton Marshes for housing at your meeting on 26 January.

Claire Weiss speaking as a resident of Leyton and a representative of Mark House Corner and Lea Bridge Residents Association on Agenda Item 8:

- I support the ice centre expansion and I would like to see it retained within the borders of Waltham Forest;

AUTHORITY MEETING MINUTES 19 JANUARY 2017

- the Waterworks is still required and appropriate and it should not be discarded for unconnected reasons;
- this site is located on a flood plain, which could mean misery for future residents if housing is allowed and could also mean expensive construction methods, making it unlikely that there will be any affordable housing;
- review how you use the land. London Borough of Waltham Forest have just given the go ahead for housing development at 97 Lea Bridge Road which is on the doorstep of the Waterworks, giving you a new customer base;
- the Park Development Framework shouldn't stand in the way of making an informed decision. The Land and Property Strategy won't do you or London Borough of Waltham Forest any favors.

The Chairman informed Members and the public speakers that the Land & Property Strategy does not give permission to dispose of land as any decisions would have to come to the Authority board to make a decision.

The Chairman agreed to consider Agenda Item 6 next.

21 SS ROBIN AT EAST INDIA DOCK BASIN

Founding Director of Urban Space Management, Eric Reynolds, gave a presentation about proposals for siting SS Robin at East India Dock Basin, key points included:

- it is the oldest surviving steam powered coasting ship, built at Orchard Wharf, just 150m away from East India Dock Basin (EIDB);
- we propose to relocate it to EIDB, with costs of the move, management and maintenance to be underwritten by Urban Space Management;
- our objectives are to mark the important heritage of ship building and dock activity in the area; provide a focus and attraction to EIDB; add value to the Lea Way link to the Olympic Park; and to respect and avoid disturbance to the wildlife;
- our proposed position would give it a powerful presence on the river and be visible from the O2, DLR and Canary Wharf;
- Urban Space Management have been involved in creating interesting places for 40 years; are a private sector developer, operator and consultant; and have been working on the Trinity Buoy Wharf Project;
- Trinity Buoy Wharf was previously used for buoy manufacturing; it is now currently used for arts and performance venue and workspaces for creative uses; it has generated 515 jobs; investment in the site was £4 million; and it sees 40,000 visitors per year with many historic, restored boats available to view there;
- we have had a pre-application meeting with LB of Tower Hamlets in regard to having SS Robin at EIDB; agreement from Heritage Lottery Fund; appointed engineers and heritage consultants and are in consultation with crane companies;
- our next steps involve reaching an agreement with Lee Valley Regional Park Authority; make a planning application; produce method statements; agree a timetable; and complete the management agreement and lease.

Whilst Members saw the positive opportunities of the proposed scheme several expressed concerns over the peacefulness and biodiversity of the site being disturbed, considering that it was an important quality of this location in an over-crowded part of East London.

AUTHORITY MEETING MINUTES 19 JANUARY 2017

Eric Reynolds and John Burton left the meeting.

22 2017/18 REVENUE BUDGET AND LEVY

Paper A/4236/17

The Director of Finance & Resources introduced the report, highlighting the following key points:

- Members have been given 2 options for the levy. Option 1 recommends a 6% reduction in levy; whilst Option 2 recommends a 2% reduction;
- the Executive Committee agreed a reduction of 6%;
- there has been a 12% cash reduction since 2011/12, charging 45% of maximum chargeable amount;
- reducing the levy by either 6% or 2% there will be a balanced budget if target savings are achieved; current assumptions mean that an annual reserve balance of over £4 million is maintained throughout the currently estimated medium term financial plan; medium term financial plan under both options will provide a balanced budget subject to the assumptions made and the achievement of the income/savings set out.

Members who favoured Option 1 argued that we need to take account of the economic climate, where local authorities are having to make cuts and that if we are seen to be becoming more self-sufficient then it is less likely that they might try to legally extract themselves from paying for the levy. They also argued that 6% would be a balanced budget; we would be able to continue to perform our statutory duties without risk and was a reasonable direction of travel.

Members who favoured Option 2 argued that the yearly contribution per tax payer would be 88p per year, a barely noticeable amount and that the extra money could be spent on improving the Park. We have driven down the levy over the years and now we are charging less than half what we are legally entitled to do, by reducing by 2% we are still reducing the burden on local authorities.

Members voted on Option 1 or Option 2:

Option 1: 16

Option 2: 10

- (1) a proposed levy for 2017/18 of £10.187 million (6% reduction);**
- (2) additional net income and savings as set out in Appendix B1 to Paper E/477/17 (including the continued introduction of car parking charges across sites identified and covered in more detail in Appendix H to Paper E/477/17);**
- (3) financing for the capital programme and revenue contribution to capital of £1.3m as set out in paragraph 22 of Paper E/477/17;**
- (4) a net revenue budget of £10.187m (option 1) as set out in paragraph 31 of Paper E/477/17; and**
- (5) a minimum level of reserves of £4m be maintained as set out in paragraph 30 of Paper E/477/17 was approved.**

AUTHORITY MEETING MINUTES 19 JANUARY 2017

Syd Stavrou left the meeting.

23 NATIONAL SCHEME FOR AUDITOR APPOINTMENTS Paper A/4235/17

The Director of Finance & Resources introduced the report.

Members agreed that this is the approach that most local authority Audit Committees were taking as it looks more transparent to the general public.

(1) to opt into the scheme was approved.

24 DRAFT CORPORATE LAND AND PROPERTY STRATEGY Paper A/4237/17

The Director of Corporate Services introduced the report.

The Chairman informed Members that this Strategy had gone through a long process of Member Working Group, site visits and sign off from the Executive Committee. Any acquisition or disposal of land would be considered individually by the Authority Board based on Section 12 of the Park Act. The Vice Chairman reiterated that this Strategy had been long overdue as in the past we have purchased land on an ad-hoc basis; this Strategy reflected our responsibilities under the Park Act.

(1) the proposed Corporate Land and Property Strategy attached as Appendix A to Paper A/4237/17 was approved.

25 DATE OF NEXT MEETING

It was noted that the next meeting would be an Additional Authority meeting on 26 January 2017 at 2pm at Myddelton House.

26 ANY OTHER BUSINESS

The Head of Communications updated Members on the progress of the 50th Anniversary preparations, key points included:

- next month we will be taking forward ideas and meeting the Lee Valley Leisure Trust Ltd Board;
- we will be meeting with radio and media contacts;
- the new 50th Anniversary logo will be on the website shortly;
- we have commissioned a book, by the London School of Economics, Tony Travers, on the history of the Park; the book will give a sense of the historic place in region and what would have happened if the Lee Valley Park had not been created;
- working with partners such as Walthamstow Wetlands;
- increase connections with better walking and cycling routes;
- looking at giving free access to venues;
- staff engagement;
- launching new products such as milk sales, wild camping, and bush craft;
- schools travel bursary scheme;
- VIP visit at the Lee Valley White Water Centre Schools Festival;

**AUTHORITY MEETING MINUTES
19 JANUARY 2017**

- a new piece of parkland opening;
- determining progress and drafting a budget at the next Working Group meeting.

Chairman

Date

The meeting started at 2pm and ended at 3.10pm.

LEE VALLEY REGIONAL PARK AUTHORITY

**ADDITIONAL AUTHORITY MEETING
26 JANUARY 2017**

Members Present: Paul Osborn (Chairman) Maggie McEwen
John Bevan Valerie Metcalfe
Stephen Carr Gordon Nicholson
Christine Hamilton Mary Sartin
Denise Jones Alan Searing
Christopher Kennedy Syd Stavrou
Gerry Lyons Ken Ayling (Deputy for Lyn White)
Graham McAndrew

Apologies Received From: Derrick Ashley, David Andrews, Malcolm Cowan, Gwyneth Deakins, Nick Draper, Zuber Gulamussen, Linda Haysey, Ross Houston, Heather Johnson, John, Knapman, Sarah McDermott, Alan Smith, Simon Walsh

Officers Present: Shaun Dawson - Chief Executive
Beryl Foster - Director of Corporate Services
Simon Sheldon - Director of Finance & Resources
Stephen Wilkinson - Head of Planning & Strategic Partnerships
Stephen Bromberg - Head of Communications
Alex Farris - Greenspace Manager
Sandra Bertschin - Committee & Members' Services Manager

Also Present: London Borough of Waltham Forest
Jane Custance - Director of Strategic Planning & Development
Carolyn Seymour - Regeneration & Sustainability Programme Mgr
Richard Tomkinson

Public Speakers
Vicky Sholund
Laurie Elks
Paul Charman
Len Weiss
Bob Sullivan

19 members of the public

Part I

27 DECLARATIONS OF INTEREST

Name	Agenda Item No.	Nature of Interest	
Chris Kennedy	3 & 4	Knows several members of the public present	<i>Non-pecuniary</i>

ADDITIONAL AUTHORITY MEETING MINUTES 26 JANUARY 2017

28 PUBLIC SPEAKING

The Chairman agreed to equally split the permitted public speaking time between the 4 registered public speakers.

Members agreed to permit a late request from Bob Sullivan to speak at the meeting.

Vicky Sholund addressed the meeting, including:

- there was a petition of over 4,000 signatures against building on Metropolitan Open Land (MOL) at The Waterworks;
- land around The Waterworks and Thames Water site was MOL and therefore protected from inappropriate development under the National Planning Policy Framework (NPPF) and London Plan;
- approval of development on MOL would unlock all MOL and Green Belt for development;
- although you may think development on MOL in the poorer southern end of the Park is acceptable the richer northern end would not find it acceptable in their locality;
- land around The Waterworks is used for leisure and recreation by local people and therefore the Lee Valley Regional Park Act 1966 (the Park Act) does not empower the Authority to sell it;
- the land is flood plain and therefore development is against the NPPF;
- at no point during consultation about the new twin pad ice centre was it said that it would be funded by selling off open land. If the twin pad can't be built without selling off open space then it cannot be justified;
- The Waterworks is only under-used as those managing it have let it be run into the ground. So much more could be done to turn it into a vibrant community hub. If The Waterworks building is no longer required then the land should be returned to nature;
- the marshes habitat provides a home for many species. The nature reserve cannot exist as an island surrounded by noise, light and air pollution from residential development;
- as predicted in 2012 we have seen piecemeal development on open space and in each case local people have been told that they are only losing a small piece of land. The cumulative effect of these has a serious impact on local residents quality of life. None of the green spaces that have been lost have been replaced with green space; and
- the Authority's statement in 2011 when opposing the Essex Wharf development applies equally to the proposed development.

Paul Charman addressed the meeting, including:

- the proposed development was the reverse of the Authority's purpose as stated in the introduction to the Park Act;
- the Authority would be enabling urban development in what it was created to defend;
- the Authority was not a provider of sports, but leisure activities most compatible with open land;
- the proposed development together with an enlarged ice centre would result in a significant loss of open land;
- how does the Authority intend to argue that the land is not required for any of its functions as all the land it owns is serving its purpose; and
- it was very sad that instead of doing its utmost to combat urban sprawl the Authority was seeking to increase it.

ADDITIONAL AUTHORITY MEETING MINUTES 26 JANUARY 2017

Len Weiss addressed the meeting, including:

- air pollution levels in London have already exceeded danger levels this year necessitating the issue of public health warnings;
- green open space was a precious element in combatting air pollution;
- the Authority and the London Borough of Waltham Forest should work together in a more purposeful way to put the reduction of environmental pollution and the promotion of biodiversity first;
- the Authority's strategic framework states that it is a cohesive and sustainable green lung for London, therefore it should manage the reduction of pollution to air, water and soil;
- the Authority should meet its current needs without compromising future generations;
- one of the main messages of the Vision document is that the green open spaces of Leyton Marsh should be more accessible to residents as they are hidden and there are obstacles to access;
- Waltham Forest Council does not have a sufficiently robust masterplan or action plan against which to require developers to consider public concerns about height and density in new developments;
- new developments, such as 97 Lea Bridge Road, would provide the Park with a large new access group;
- to take away a purpose built facility such as The Waterworks cannot make sense and the proposed housing would create another barrier to the green open space;
- the Markhouse Corner and Lea Bridge Residents Association set out the following:
 - the Authority to keep green space and wild areas as unspoilt as possible whilst reinstating the golf course;
 - no to rezoning The Waterworks for 6 storeys;
 - object to the Authority running down The Waterworks which was not a legitimate reason to sell it, with the suggestion that it be turned into a cycle hub or community centre with essential housing on an upper floor;
 - support for expansion of the ice centre but the Authority should look to its reserves and borrowing to finance it;
 - the need for better access to the marshes by means of crossings over the river and railway; and
 - to think again about rezoning and hence weakening of the essential green lung.

Laurie Elks addressed the meeting, including:

- the decision being considered was whether the land could be sold for housing;
- the land adjoins the open land of the Regional Park;
- the legal duty of the Authority was to develop, improve, preserve and manage the Regional Park;
- the Regional Park was created to be a green lung;
- the relevant local authorities came together to preserve the Regional Park as a place for leisure, provided places like the ice centre do not clash with that objective;
- to sell land is not preserving the Regional Park for leisure;
- the report on the Corporate Land & Property Strategy was coy about the legal advice received, with new advice being verbal and general, but a policy of maligned neglect was legally a very dubious strategy;
- following consultation in 2011 local resident groups had suggested a variety of schemes to improve the area but other than the ice centre none of these had been progressed;

ADDITIONAL AUTHORITY MEETING MINUTES 26 JANUARY 2017

- the Authority is obliged to protect MOL;
- he had attempted to engage the Authority on a number of occasions but had been met with a dead bat;
- the Authority's estate in London was unloved and had been abandoned;
- not one penny of the £17m receipt for the sale of land for the London 2012 Games had been spent for landscape purposes;
- this looks like being a black day for the Authority; and
- normally when responding to planning consultations the Authority is asked to approve a letter of response, in this case there is delegation. Stakeholders need to be able to make a contribution to the Authority's response.

Bob Sullivan addressed the meeting, including:

- disagree with some of the criticisms of the Authority;
- was a Member for many years and was proud to fly the flag for open spaces;
- where the Authority did not have a voice on developments such as Essex Wharf because it did not own the land, now surprised to find that the Authority is selling its own land for residential development;
- the Authority's own report acknowledges that aspects of the proposal are counter to its adopted planning proposals and the Park Development Framework, such as ensuring no development adjacent to the Regional Park adversely affects it and to avoid built development which compromises the purpose of areas of Green Belt and MOL; and
- it was disappointing that the Authority was proposing development on open land, it should keep the flag flying for open space.

29 CONSULTATION BY LONDON BOROUGH OF WALTHAM
FOREST ON LEA BRIDGE EASTSIDE – VISION

Paper A/4238/17

TABLED Lea Bridge Eastside – Vision

The Head of Planning & Strategic Partnerships introduced the report, including:

- all of the area, including the Ice Centre, Riding Centre and The Waterworks was MOL;
- from its inception the Regional Park has been about large scale venues;
- Walthamstow Marshes was a Site of Special Scientific Interest and a site of importance for nature conservation; and
- the Authority's adopted planning proposals and Park Development Framework were designed to protect the Regional Park but also recognise that the Regional Park includes large venues as well as Green Belt.

Jane Custance, Director of Strategic Planning & Development, London Borough of Waltham Forest, introduced the Lea Bridge Eastside Vision, key points included:

- there were 6 planks to the Vision;
- the borough of Waltham Forest was a good place to live but by looking at some sites which are not giving the best it was hoped to make the borough an excellent place to live;
- the Council wanted to retain existing businesses and grow and attract others;
- new viable neighbourhoods could be established providing new facilities, retail, new or expanded schools and GP surgeries through to health hubs;

ADDITIONAL AUTHORITY MEETING MINUTES 26 JANUARY 2017

- connectivity was also being reviewed with a view to providing new bridges to improve access;
- people were moving out of Hackney to Waltham Forest so there was pressure on development;
- the Council's vision aimed to provide a framework where it could proactively drive applications coming forward and be a platform for transport improvements;
- overall the Vision, through regeneration and modernisation, looked to deliver 4,350 new homes and 300,000sq metres of commercial space;
- the reopened Lea Bridge Station was exceeding anticipated passenger numbers but the land around it was isolated and desolate. It was proposed to use some of the Council's land assets to create a new centre;
- Low Hall would be reviewed to see if it could be rationalised to make new employer space;
- growth of the Church Road industrial estate had been unplanned and therefore there were problems with connectivity. It was proposed to relocate GBN Waste from the site and have an employment led regenerational scheme;
- improvements to Dagenham Brook would also be reviewed;
- the Council was working closely with Transport for London for possible improvements to Leyton underground station and was lobbying for another new station at Ruckholt Road;
- redevelopment of Leyton Mills as a new centre was being reviewed;
- the Council was working with the Corporation of London regarding better use of the new Spitalfields market to provide a better facility;
- the Thames Water site was identified as potential for regeneration with 50% open land use. However since its purchase by the Educational Funding Authority it was likely that a schools plan would come forward;
- consultation on the Vision would conclude on 31 January and it was planned to submit the Vision to Cabinet in February 2017. However it was likely that a petition would be received which may require decision by full Council;
- the Vision was a pre pre-application opportunity for people to comment and was also pre-work for a review of the Local Plan;
- a direction of travel would be submitted to Cabinet in the Spring; and
- the Council was pleased to give an opportunity for people to engage at an early stage and comments received would be taken into account.

The Head of Planning & Strategic Partnerships highlighted that:

- large venues were reflective of the Regional Park;
- although the release of land for development at The Waterworks was contrary to some adopted policies, a case could be made for its release;
- most of the proposed development area at The Waterworks already had a built footprint and the release of just under 5 acres of open land was included;
- the achievement of a capital receipt had distinct advantages for investment in the new twin pad ice centre and parklands;
- proposals for the Thames Water site were unclear but the Authority would work with the Council and site owners to assess how its proposals could be integrated into the scheme;
- a new station at Leyton would address inaccessibility and low PTAL (Public Transport Accessibility Level) for the Lee Valley Hockey & Tennis Centre and Lee Valley VeloPark; and

ADDITIONAL AUTHORITY MEETING MINUTES 26 JANUARY 2017

- the meeting was not being asked to approve land sale but to formulate the Authority's response to the Lea Bridge Eastside - Vision.

Members made the following comments:

- acknowledgement that the main objection from the public present was the release of open land for development at The Waterworks;
- that when the Authority approved plans for development of a twin pad ice centre at Lea Bridge Road it had stated that the new facility would stay within the footprint of the existing centre, so to consider development outside of the existing built footprint at The Waterworks was completely counter to what was said then;
- support for the twin pad ice centre and enabling development only within existing built footprint and car park at The Waterworks and request for a vote on this;
- development, if at all, of a twin pad ice centre should not be linked to the disposal of land at The Waterworks;
- acknowledgement that places can't stand still, the environment changes and that there were specific instances where building on MOL or Green Belt was permitted for special need;
- enquiry as to London Borough of Waltham Forest's analysis of its housing sequential need;
- whilst commending the London Borough of Waltham Forest on its Vision document, recognition that GLA approval would be required for any scheme;
- the London Borough of Waltham Forest did not want to be a dormitory borough and the Vision document would provide a basis to refuse residential development where there were plans for commercial and industrial development to provide employment;
- whilst the London Borough of Waltham Forest wholly supported the development of a sustainable twin pad ice centre on Lea Bridge Road, the Vision document enabled the Authority to do as it wished with land at The Waterworks and its inclusion in the Vision document had been at the request of the Authority;
- the Vision document was a strategy rather than a specific planning policy;
- opposition to building on MOL;
- support for conformity with policy L3.2 that "new buildings, change of use or other development for non-Regional Park purposes should be located within existing established areas and should not adversely affect the amenity, environmental quality, visitor enjoyment or openness of the Regional Park;
- request that the response include:
 - statements to protect the Regional Park in line with the Park Act;
 - that accessibility and opening up areas of parklands be supported;
 - for the Thames Water site the proposal for a public path on the east side of the River Lee to open up the area and that our existing area 2 proposals for the site stand;
 - any development on The Waterworks site to be less than 6 stories; and
- request that Members have the opportunity to comment on a draft response.

Jane Custance advised that:

- the Vision document was not a planning document and therefore did not have evidence behind it, it was a pre-stage and the Council was in the process of updating its evidence base;
- the GLA was a consultee and the London Plan was one of the reasons why the Local Plan was being reviewed; and

ADDITIONAL AUTHORITY MEETING MINUTES 26 JANUARY 2017

- the Council was not putting forward the argument that MOL had to be released to meet its housing need.

The Chairman commented that the consensus view was that should the Authority be minded to seek residential development at The Waterworks, development should be restricted to the brownfield site. A draft response would be circulated to Members for comment to meet the consultation deadline. Any substantive comments received after the consultation deadline would be reported to Waltham Forest Council.

- (1) the issues raised in this report were noted; and**
- (2) delegation to the Chief Executive in consultation with the Chairman, based on discussions at the meeting and comments as agreed by Members, compilation of the Authority's response was approved.**

30 DATE OF NEXT MEETING OF THE AUTHORITY

It was noted that the next meeting of the Authority will be held on Thursday, 27 April 2017 at 2.00pm at Myddelton House.

Chairman

Date

The meeting started at 2.00pm and ended at 3.12pm.

This page is blank



LEE VALLEY REGIONAL PARK AUTHORITY
AUTHORITY MEETING
27 APRIL 2017 AT 14:00

Agenda Item No:

6

Report No:

A/4239/17

FINANCIAL REGULATIONS WAIVERS 2016/17

Presented by the Director of Finance & Resources

SUMMARY

The purpose of this report is to provide Members with a list of waivers to Financial Regulations during the financial year 2016/17, in accordance with Financial Regulation (FR) 8.

RECOMMENDATION

Members Note: (1) the report.

BACKGROUND

- 1 Financial Regulation (FR) 8 requires the Director of Finance & Resources to make an annual report to Authority of any waivers to the Regulations which have been agreed during the financial year.
- 2 FR8 requires:

"The Director of Finance & Resources can allow exceptions to these Regulations if it is believed that the interests of the Authority would be best served if the Regulations were not applied. The Director of Finance & Resources must keep a written record of any exceptions and submit an annual report to full Authority summarising such decisions".
- 3 Financial Regulations were waived 6 times between April 2016 and March 2017 under delegated authority within Financial Regulations. This compares to previous years as follows:

Year	No. of Waivers
2015/16	7
2014/15	8
2013/14	9
2012/13	14
2011/12	13
2010/11	5

- 4 The waivers in 2016/17 were on the basis of:
 - a. procuring from a single supplier as the only/specialist/bespoke supplier; and
 - b. prepayment for goods and services.
- 5 Appendix A to this report lists the 2016/17 waivers and the reasons that they were agreed.

ENVIRONMENTAL IMPLICATIONS

- 6 There are no environmental implications arising directly from the recommendations in this report.

FINANCIAL IMPLICATIONS

- 7 There are no financial implications arising directly from the recommendations in this report.

HUMAN RESOURCE IMPLICATIONS

- 8 There are no human resource implications arising directly from the recommendations in this report.

LEGAL IMPLICATIONS

- 9 There are no legal implications arising directly from the recommendations in this report.

RISK MANAGEMENT IMPLICATIONS

- 10 The standard terms and conditions for the Authority require payment for goods/services after they have been received. In some circumstances this may be waived but measures should be taken to mitigate risk of potential loss.

These mitigation factors include but are not limited to:

- the value of the transaction is relatively low;
- due diligence checks on the company requesting payment in advance are carried out e.g., verifying their latest set of accounts; previous transaction/work history with the company; checking their website and other sources of customer feedback; and
- where negotiable only a deposit should be paid and final payment on receipt of goods to secure against potential loss.

EQUALITY IMPLICATIONS

- 11 There are no equality implications arising directly from the recommendations in this report.

Author: Simon Sheldon, 01992 709 859, ssheldon@leevalleypark.org.uk

BACKGROUND PAPERS

Financial Regulations 2015

PREVIOUS COMMITTEE REPORTS

Authority Meeting	Paper 3818	Financial Regulation Waivers	23 June 2005
Authority Meeting	Paper 3880	Financial Regulation Waivers	24 June 2006
Authority Meeting	A/3937/07	Financial Regulation Waivers	28 June 2007
Authority Meeting	A/4064/09	Financial Regulation Waivers	25 June 2009
Authority Meeting	A/4087/10	Financial Regulation Waivers	22 April 2010
Authority Meeting	A/4115/11	Financial Regulation Waivers	21 April 2011
Authority Meeting	A/4143/12	Financial Regulation Waivers	19 April 2012
Authority Meeting	A/4164/13	Financial Regulation Waivers	25 April 2013
Authority Meeting	A/4185/14	Financial Regulation Waivers	24 April 2014
Authority Meeting	A/4205/15	Financial Regulation Waivers	30 April 2015
Authority Meeting	A/4224/16	Financial Regulation Waivers	28 April 2016

APPENDIX ATTACHED

Appendix A List of Financial Regulation Waivers – 2016/17

This page is blank

FINANCIAL REGULATION WAIVERS – 2016/17

	Waiver Requested & Agreed By:	Reference	Date	Fin Reg. No.	Reason For Waiver
1.	<p>Requested by: Operations Officer</p> <p>Approved by: Director of Finance & Resources</p>	E-mail	08/09/2016	FR 571	<p>Contract with an Expected Value between £1,000 and £10,000. Requirement for two competitive quotes.</p> <p>Following the five year fixed electrical testing undertaken by Company X through a formal procurement procedure a number of remedial actions were identified that needed to be undertaken. The cost of these proposed actions were £3,650 plus VAT. Ordinarily this being a separate contract would require a second competitive quote, however utilising Company X proved beneficial for the following reasons:</p> <ul style="list-style-type: none"> • Company X having identified the issues could act on them straight away. • A second competitor would require Company X's findings to be issued to them requiring legal consent and therefore possibly incurring time and cost. • Company X had already won the initial contract through competitive procedure (£5840 + VAT). The track record with Company X and quality of their work previously undertaken had already been demonstrated.
2.	<p>Requested by: Head Gardener</p> <p>Approved by: Director of Finance & Resources</p>	E-Mail	25/11/2016	FR 432	<p>Payments are not made unless goods have been received by the Authority, to the correct price, quantity and quality standards.</p> <p>A project at Myddelton House Gardens to construct a sheltered seat down in the Rock Garden to mark the 25th Anniversary of the Bowles Society required a bespoke structure costing £8,000. This sum included an added incentive of a 10% discount if the order was placed by the end of November. A 75% deposit to cover material costs (£6,000) was agreed and due diligence checks on the supplier's most recent accounts at companies house was completed at the time.</p>

3.	<p>Requested by: Head Gardener</p> <p>Approved by: Director of Finance & Resources</p>	E-Mail	01/12/2016	FR 432	<p>Payments are not made unless goods have been received by the Authority, to the correct price, quantity and quality standards.</p> <p>Fifty metres of edging valued at £950 required a 50% deposit in advance of £475. Due to the low value of the transaction and the fact that the Authority had used the company before (supplying similar work) the waiver was agreed.</p>
4.	<p>Requested by: Farm Manager</p> <p>Approved by: Director of Finance & Resources</p>	E-Mail	14/12/2016	FR 432	<p>Payments are not made unless goods have been received by the Authority, to the correct price, quantity and quality standards</p> <p>A request was made by Company X to place a deposit for the purchase of a milk vending machine at the farm, the value was 50% of £9,448.50 with the balance paid on receipt of the machine.</p> <p>The UK distributor of the machine were selected as the best fit manufacturer – their supplier (based in Italy), would only proceed to produce the machine on receipt of part payment. This was because the specification of the machine was bespoke and a “one off”, as it provided an enclosed purpose built shed. The machine has now been received.</p> <p>Other quotes on similar machines were received which were either not suitable for Authority purposes and/or more expensive. Due diligence and other customer feedback was undertaken before committing to the purchase.</p>

5.	<p>Requested by: Green Spaces Manager</p> <p>Approved by: Director of Finance & Resources</p>	E-Mail	27/02/2017	FR571	<p>Contract with an Expected Value between £1,000 and £10,000. Requirement for two competitive quotes.</p> <p>There was a need to undertake some ditch clearance work at Wharf Road, a task that was completed previously two years ago but needed further attention. Only one formal quote was received from Company X with two other contractors declining the work.</p> <p>The value was just under £3,000 so two quotes were required under procurement procedures however the Green Spaces Manager believed the quote from Company X represented good value for money and requested the waiver to allow work to proceed without a second quote which was proving difficult to acquire.</p>
6.	<p>Requested by: Section Manager AMPD</p> <p>Approved by: Director of Finance & Resources</p>	E-Mail	30/03/2017	FR572	<p>Contract with an Expected Value between £10,000 and £25,000. Requirement for three competitive quotes</p> <p>A design proposal for the PA system at the Hockey & Tennis Centre was required. Only one formal quote was received from Company X with two other contractors declining the work following discussion around the project. The selected contractor had demonstrated expertise in this field and previously carried out work for the Authority at the White Water Centre with experience of other large contracts.</p> <p>The quoted cost of £11,160 was reasonable in terms of value for money - with pre-quotation costs estimated between £12,500 and £18,500. On this basis Financial Regulations were waived and no further competitive quotes sought. .</p>

This page is blank



LEE VALLEY REGIONAL PARK AUTHORITY
AUTHORITY MEETING
27 APRIL 2017 AT 14:00

Agenda Item No:

7

Report No:

A/4241/17

WRITE-OFF OF IRRECOVERABLE ARREARS 2016/17

Presented by the Director of Finance & Resources

SUMMARY

This report advises Members of delegated action taken by the Director of Finance & Resources to write-off any irrecoverable arrears below the value of £2,000.

Amounts over this value require individual Member approval. There are no individual sums of irrecoverable arrears over £2,000 for 2016/17.

During 2016/17 no debts have been written off under delegated authority for the financial year.

RECOMMENDATION

Members Note: (1) the report.

BACKGROUND

- 1 Members agreed delegated authority to the Director of Finance & Resources to write-off irrecoverable debts with a value of up to £2,000 subject to an annual report on the exercise of that delegation (11 March 1999, Paper FP1594). This delegated authority is part of Financial Regulations (FR 402).
- 2 This report advises Members of action taken by the Director of Finance & Resources during 2016/17 to write-off debts considered irrecoverable or uneconomic to pursue.

USE MADE OF DELEGATED POWERS TO WRITE-OFF DEBTS

- 3 No debts have been written-off in 2016/17 by the Director of Finance & Resources.
- 4 The Authority raised just under a thousand invoices during 2016/17, collecting gross income of approximately £1.7million.

ENVIRONMENTAL IMPLICATIONS

- 5 There are no environmental implications arising directly from the recommendations in this report.

FINANCIAL IMPLICATIONS

- 6 The Authority has already made a provision for £3,517.61 against four current debts that may potentially be written off at a future date and that are still subject to legal recovery.

HUMAN RESOURCE IMPLICATIONS

- 7 There are no human resource implications arising directly from the recommendations in this report.

LEGAL IMPLICATIONS

- 8 There are no legal implications arising directly from the recommendations in this report.

RISK MANAGEMENT IMPLICATIONS

- 9 There are no risk management implications arising directly from the recommendations in this report.

EQUALITY IMPLICATIONS

- 10 There are no equality implications arising directly from the recommendations in this report.

Author: Simon Sheldon, 01992 709 859, ssheldon@leevalleypark.org.uk

BACKGROUND REPORTS

Financial Regulations

April 2015

PREVIOUS COMMITTEE REPORTS

Authority	Paper A/4226/16	Write off of Irrecoverable Arrears 2015/16	28 April 2016
Authority	Paper A/4204/15	Write off of Irrecoverable Arrears 2014/15	30 April 2015
Authority	Paper A/4184/14	Write off of Irrecoverable Arrears 2013/14	24 April 2014
Authority	Paper A/4168/13	Write off of Irrecoverable Arrears 2012/13	25 April 2013

PROPOSED ADOPTION OF DRAFT CYCLING STRATEGY

Presented by the Head of Planning and Strategic Partnerships

SUMMARY

The report recommends adoption of a draft Cycle Strategy. This work was originally commissioned by Executive Committee (Paper E/444/16) following the recommendations of Scrutiny Committee in 2015 which concluded that a draft strategy would be useful to support the Authority in securing new investment in cycling infrastructure across the Regional Park. Consultants have completed an initial draft which was agreed by Executive Committee in February (Paper E/480/17). The draft strategy sets out a range of areas where new investment is required.

RECOMMENDATION

Members Approve: (1) adoption of the draft Cycling Strategy.

BACKGROUND

- 1 Executive Committee agreed in November 2014 (Minute 590) that there should be a review of cycling as part of the Scrutiny Committee's programme for 2015. Terms of reference were agreed and these are included at Appendix A to this report.
- 2 The review commenced with an audit of routes and cycling facilities. During June and September 2015 the Scrutiny Committee heard from interested bodies including Sustrans, Transport for London (TfL), Canal & River Trust, the London Cycling Campaign, the London Boroughs of Enfield and Waltham Forest, Hertfordshire County Council, the Authority's Sports Development team and Vibrant Partnerships (Lee Valley Leisure Trust Ltd).
- 3 The evidence demonstrated that whilst there is generally good route provision throughout the Park links to the riparian boroughs could be improved and a new route along the eastern side of the Park could be developed. This would link Sewardstone Campsite and take pressure off the towpath which is well used by cyclists, pedestrians and fishermen. Further, a network of cycle hire and servicing should be introduced.
- 4 New investment would require considerable capital which could be only secured through external funds, sought either as direct grants from TfL, by working with the County highway authorities to secure funding through the Department of Transport's Local Sustainability fund and through planning

obligations. The Scrutiny Committee advocated that a Cycling Strategy should be developed to secure funding to address these areas.

- 5 In April 2016 the Executive Committee agreed a budget of £15,000 for the development of the strategy (Paper E/444/16). The draft strategy was agreed by Executive Committee in February (Paper E/480/17) and recommended for presentation to the Authority for adoption and is attached at Appendix B to this report.

ENVIRONMENTAL IMPLICATIONS

- 6 There are no environmental implications arising directly from the recommendations in this report.

FINANCIAL IMPLICATIONS

- 7 The final cost to the Authority was £15,020 which includes printing of 60 hard copies in presentational style.

HUMAN RESOURCE IMPLICATIONS

- 8 There are no human resource implications arising directly from the recommendations in this report.

LEGAL IMPLICATIONS

- 9 There are no legal implications arising directly from the recommendations in this report.

RISK MANAGEMENT IMPLICATIONS

- 10 There are no risk management implications arising directly from the recommendations in this report.

EQUALITY IMPLICATIONS

- 11 There are no equality implications arising directly from the recommendations in this report.

Author: Stephen Wilkinson, 01992 709 828, swilkinson@leevalleypark.org.uk

PREVIOUS COMMITTEE REPORTS

Scrutiny	S/33/16	Cycling	25/2/2016
Executive	E/444/16	Cycling Strategy	28/4/2016
Executive	E/480/17	Draft Cycling Strategy	25/2/2017

APPENDICES ATTACHED

Appendix A	Agreed terms of reference
Appendix B	Draft Cycling Strategy

LIST OF ABBREVIATIONS

TfL	Transport for London
-----	----------------------

Scrutiny Committee

Review of Cycling

Terms of Reference

- To audit current provision across the Regional Park including routes and hubs
- To investigate the interaction between cyclists and other Park users with consideration for codes of conduct for cyclists and clear signage on who has right of way
- To assess the potential for additional routes and facilities
- To investigate how the Authority fully exploits funding opportunities for new facilities
- To investigate how links from riparian boroughs are fully exploited to maximise the opportunities for local communities to access the Regional Park and its venues
- To evaluate community programme at the Lee Valley VeloPark
- To evaluate whether sports partnerships are fully developed to extend entry to all communities

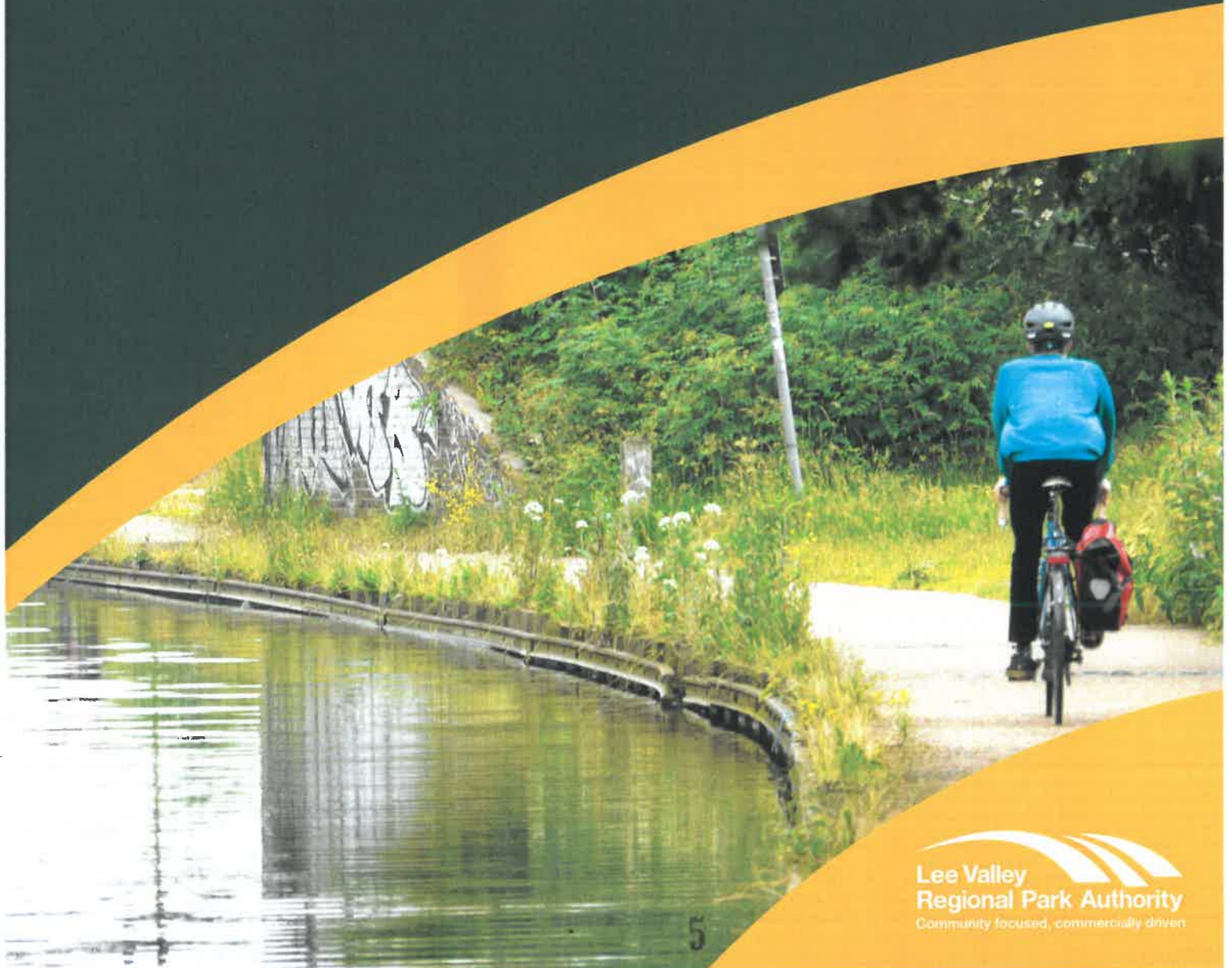
This page is blank



Lee Valley Regional Park Cycling Strategy

April 2017

Lee Valley Regional Park Authority



Prepared by:

Steer Davies Gleave
28-32 Upper Ground
London SE1 9PD
+44 20 7910 5000
www.steerdaviesgleave.com

Prepared for:

Lee Valley Regional Park Authority
Myddelton House
Bulls Cross
Enfield EN2 9HG

Executive Summary

Introduction

The Lee Valley Regional Park (the Park) provides a 26 mile spine of green space through north east London from Ware in Hertfordshire to East India Dock Basin on the River Thames. It attracts in excess of six million visitors per year, including many cyclists who come to use existing routes or visit attractions such as the Lee Valley VeloPark.

This document outlines how the Lee Valley Regional Park Authority (LVRPA) can build upon the existing good facilities for cyclists, remedy issues and barriers and provide a more joined-up offer to cyclists. Improving its cycling offer has the potential to increase visitor numbers, bring in more revenue for the Park's visitor attractions and improve the health and wellbeing of those visitors.

Policy context

This strategy sits within a national context of support for active leisure and active travel. The Department for Transport's goal is for walking and cycling to be the natural choice for short everyday trips, while the Department for Health see increasing physical activity as a core element in tackling childhood obesity.

On a regional level, the Mayor of London is promoting cycling as a means of transport through increased funding, and cycling numbers are

increasing across London. More closely to the Lee Valley, the 2012 Olympics has left a legacy of sports facilities and participation.

At the local scale, eight local transport authorities border the Park. Each has specific plans for cycling that they are bringing forward and we have engaged with each throughout the development of this strategy. Working closely in partnership with these neighbouring boroughs as well as other local partners such as Canal & River Trust (C&RT) and Sustrans, will be a core component in the delivery of this strategy.

Vision

Our vision is for the Lee Valley Regional Park to be a world class destination for cycling

Objectives of this strategy

- 1 Improve access to the Park for people who want to cycle there (i.e. help people to get there by bike).
- 2 Improve access within the Park for people cycling: make it easy for people to cycle around the park.
- 3 Improve awareness of the Park's cycling offer, particularly among residents of neighbouring boroughs and capitalise on the success of and interest generated by the Lee Valley VeloPark and the range of cycling events that take place.

4. For the Park to be accessible to all (i.e. so that disabled people can also enjoy cycling in the Park).
5. Promote safety and security among those cycling and walking in the Park.

Existing conditions for cycling in the Park

The Lee Valley Regional Park already has a strong cycling offer. The existing cycle network includes National Cycle Network routes 1 and 61, as well as many other local cycle routes. Paths in the Park tend to be well-surfaced and of sufficient width for two cyclists to pass, although there are some reports of minor pedestrian - cyclist conflict. Many cyclists come to the Park for leisure rides or to visit one of the Park's attractions such as the Lee Valley Velopark or White Water Centre. There are also some cyclists who commute through the Park. It is possible to travel with a bicycle on one of the trains on the parallel railway line to the Park.

Issues and opportunities

While there are many strengths to the existing offer for cyclists in the Park, there are outstanding issues and barriers:

- **Physical barriers to accessing the Park.** The West Anglia railway line, major roads, and industrial, trading and housing estates restrict the number of access points into the Park.
- **Informational barriers to accessing the Park.** A lack of awareness of the Park's facilities or access points for cyclists can be a barrier to use.
- **Missing cycling connections.** Sections of the cycling network are incomplete or there are no alternative routes.
- **Barriers to movement within the Park.** Metal barriers, cobbled speed traps, steps, encroaching vegetation or narrow pinch points can impede movement within the Park.
- **Signage and wayfinding.** While there is some signage in the Park, in places it is not comprehensive enough to be relied on for route finding.
- **Lighting preventing night time or winter use.** Almost none of the paths in the Park have artificial lighting, which makes their use after dark difficult.

Measures to develop the cycling offer in the Park

This section sets out what we will do to encourage and promote cycling in the park:

1. **Develop key gateways to the Park.** We have identified a set of key gateways to improve the quality of access points into and out of the Park. Key gateways will be characterised by clear access and good quality wayfinding.
2. **Remove physical barriers to access.** We shall work with partners to create ramped access across the railway line, major roads and through estates, which currently hamper access to the Park.
3. **Raise the profile of cycling in the Park.** We shall increase awareness of the Park's cycling offer through advertising and publicity, particularly focussed on neighbouring residential areas and new developments near to the Park, as well as events at the Lee Valley VeloPark to raise the profile of cycling.
4. **Improve signage and wayfinding.** Working closely with partners such as C&RT, Sustrans and neighbouring boroughs, we shall develop more comprehensive, consistent wayfinding.
5. **Introduce new routes to develop the existing network.** We shall create a more complete cycle network by completing missing cycling connections and providing alternative routes through and across the Regional Park for cyclists.
6. **Improve the quality of paths for cycling.** We will address specific barriers to cycling within the Park and assure the implementation of cycle routes that conform to good practice and cater for future increases in demand.
7. **Encourage considerate sharing of paths.** To continue efforts to minimise conflict, we will work closely with C&RT to implement awareness-raising campaigns.
8. **Develop cycle parking and hubs.** We will increase the provision of cycle parking at key visitors attractions and gateways, as well as supporting the development of cycle hubs by neighbouring boroughs.
9. **Explore options for cycle hire.** We shall explore options for further cycle hire locations in the Park.

In order to realise the measures outlined in the previous section the LVRPA, working with partners, shall seek funding from various sources including but not limited to:

Department for Transport grant funding (outside London)

- Local Growth Fund (capital schemes)
- Access Fund (revenue funding)
- Cycle-Rail funding in conjunction with rail operators
- Potential future funding announced from DfT related to the Cycling and Walking Investment Strategy

Transport for London funding (London)

- Cycle Superhighway / Quietway programmes
- Mini-Hollands

Local Authority / London Borough funding

- Local Implementation Plan (LIP via TfL)
- Developer contributions (Section 106 / Community Infrastructure Levy)

Sporting / leisure sources:

- Sport England
- Big Lottery Fund



Contents

1. Introduction	2
About the Lee Valley Regional Park	2
Why a cycling strategy for the Lee Valley Regional Park?	2
2. Policy context	4
National active travel and health strategy	4
Regional support for active travel	5
Local policy context	5
What does this mean for the Lee Valley Regional Park?	10
3. Vision and objectives of our strategy	11
Our vision for cycling in the Lee Valley Regional Park	11
Objectives	11
4. Existing conditions for cycling in the Park	12
Issues and opportunities	15
5. Measures to develop the cycling offer in the Park	19
6. Implementation	34
Sources of funding	34
Action Plan	35
Monitoring and evaluating our progress	35
Appendices	36

1

Introduction

About the Lee Valley Regional Park

Created 50 years ago on the 1st January 1967, the Lee Valley Regional Park (the Park) provides a spine of green space through north east London. It covers 26 miles of parkland from Ware in Hertfordshire to East India Dock Basin on the River Thames. The park includes over 4,000 hectares of park and marshland, sport and leisure venues, nature reserves and trails.

The Lee Valley Regional Park Authority's vision is for the park to be "a world class leisure destination: at the heart of this, we are a place for recreation, leisure, sport and nature".

The Park attracts in excess of six million visitors a year, having risen from around four million 10 years ago. Visitor numbers are forecast to increase further – seven million expected by 2020. Visitors come to visit the high quality leisure and sporting sites such as the Lee Valley White Water Centre, the VeloPark and Ice Centre. They come to escape the city in the extensive green space. They run after work or play football on the weekend. They walk along the river and in neighbouring woodland. They experience local nature and wildlife. They come to enjoy a family afternoon out.

The Park already has many cyclists who visit the park throughout the year. Some come to ride along the north-south National Cycle Route 1, which runs the length of the UK, including much of the length of the Park, whether on a day ride or as part of a longer tour. Some come to visit the world-class Olympic legacy venue – the Lee Valley VeloPark – which offers a velodrome, BMX track, road circuit and mountain biking as well as indoor static bikes and children's balance bikes. Some ride through every day to and from their place of work, perhaps along the towpath of the Lee Valley Navigation Canal offering a direct traffic-free route into and out of inner London. Some come to ride circular traffic-free routes with their children, taking advantage of one of the many suggested routes.

Why a cycling strategy for the Lee Valley Regional Park?

Cycling is already a popular activity and attraction for many of the visitors to the Park. There are already cycling routes in the Park, the absence of traffic attracts cyclists from nearby roads and there are many leisure venues to which (and at which) visitors cycle. However, there are barriers to cycling in the Park, and more could be done to attract more cyclists.

This document outlines how the Lee Valley Regional Park Authority (LVRPA) can build upon the existing good facilities for cyclists, remedy issues and barriers that exist and provide a more joined-up offer to cyclists. It sets out the LVRPA's plans for cyclists going forward, the schemes that the LVRPA will promote and bring forward, and how it will integrate its schemes with the plans of neighbouring boroughs.

This strategy will identify ways to increase the attractiveness of cycling in the Park, it will look for ways to make cycling to access the Park easier, and it will look to improve cycling links between venues.

Improving the cycling offer of the Park will bring more visitors into the Park, increasing the number of people who benefit from its spaces and facilities. It also has the potential to bring in more revenue for the Park's facilities. In addition, making cycling more attractive in the Park has the potential to contribute to improving the health of residents of adjacent boroughs and visitors alike through increased levels of physical activity, reduced pollution, improved air quality and lower levels of congestion.



2 Policy context

This section situates the Lee Valley Regional Park's Cycling Strategy in the national, regional and local policy context. It starts by introducing relevant national policy relating to active travel and health before discussing trends in cycling policy in London. The Park borders eight local transport authorities, the plans and collaboration of which are relevant to the development of cycling in the Park. This section reviews their local policies and strategies for cycling as these provide context for how cycling is promoted and encouraged locally.

National active travel and health strategy

Encouraging more people to cycle for leisure and for transport fits into several of the national government's objectives for transport and health. The Department for Transport (DfT) published its draft Cycling and Walking Investment Strategy for consultation in spring 2016. This document sets out the government's approach for investing to improve conditions for walking and cycling in the coming years. It sets out the DfT's commitment to making England a walking and cycling nation:

“Our long term goal up to 2040 is that walking and cycling should be a normal part of everyday life, and the natural choice for shorter journeys such as the commute to school, college, work or leisure trips.”

The DfT believes that to realise this goal will require sustained investment in infrastructure coupled with a change in the approach to transport planning that sees cycling and walking as transport modes in their own right, integrated into the transport network.

The Department for Culture, Media and Sport (DCMS) published its New Strategy for Sport for consultation in summer 2015. This document is structured around several key themes relating to sport, of which two relate to cycling in the Park:

- **Participation:** the first and most crucial theme was that participating in sport should be open to all, and that giving everyone this opportunity will create a happier, healthier country.
- **Physical Activity:** promoting physical activity, and not only sport, is a core component of strategies to improve the health of the nation.

The Department for Health (DfH) published its Action Plan on Childhood Obesity in summer 2016. It identified the cause of obesity as an energy imbalance: taking in more energy through food than we use through activity. It therefore singles out promoting and increasing more physical activity as a core element in tackling obesity in children.

These three documents demonstrate how cycling plays a central role in meeting government objectives, whether it is cycling for practical purposes, i.e. commuting, or for leisure or sport.

Regional support for active travel

There has been a step-change in funding and support for cycling in London in recent years. The 2013 publication by the Greater London Authority of the Mayor's Vision for Cycling in London was widely reported as a 'game changer' for cycling in the capital. In his foreword, Transport for London (TfL)'s Commissioner, Sir Peter Hendy, stated that TfL is committed to funding and delivering the ambitions set out in the Vision, noting that implementation of the Vision is not just about cycle routes but about realising the "huge health and economic benefits that greater cycling can bring."

Now, in 2016, many of the schemes put forward in the Mayor's Vision for Cycling are being realised; from the East-West and North-South Superhighways to Quietways and mini-Holland boroughs; two of which – Waltham Forest and Enfield – border the Park. So now is an exciting time for cycling in London, and there is a momentum to be capitalised upon.

The arrival of Mayor Khan in May 2016 has confirmed a continuation of this direction of travel as he has pledged to continue the progress made so far for walking and cycling. Between 2016 – 2022, 5.5% of TfL's budget (£770m) has been pledged to cycling, equivalent to £17 per Londoner. There is therefore now, like seldom before, the political will, ambition and funding to get more people cycling, more safely and more

often. Londoners want to try cycling or to cycle more, and are demanding better networks, and so ensuring that funding for cycling is used in the best possible way. TfL is in the process of identifying long-term strategic cycle routes across London with the aim of providing a comprehensive network for utility cycling across London.

Further to this, and of relevance to the southern portion of the Park, is the effect of the London 2012 Olympic legacy. This involves physical changes to the built environment in the Queen Elizabeth Olympic Park (QEOP), which is now fully open and includes the Lee Valley VeloPark among other legacy sporting venues, which are attracting more and more leisure and sporting visitors to the Park. In addition, the large new residential developments such as the Olympic village bring more people into close proximity to the Park. In a wider sense, there is also the legacy of Olympic success both in London and recently in Rio which contributes to the increasing popularity of cycling for recreation and sport.

Local policy context

Eight local transport authorities adjoin the Park; this section details their local strategies and plans that are relevant to cycling in the Park.

London Borough of Tower Hamlets

The London Borough of Tower Hamlets's Core Strategy to 2025 includes the improvement of access to strategically important public open spaces, which include the Park.

Tower Hamlets Council has a vision to develop Fish Island, between Victoria Park and the Olympic Park, into a sustainable, mixed-use community. As part of these plans, they will enhance greenway and towpath connections as well new bridges to make Fish Island a more accessible place on foot and by bike, which will maximise the connections to the Olympic Park and Stratford City.

London Borough of Newham

The London Borough of Newham currently has low levels of cycling, although TfL has identified Newham as a borough with a very high potential to increase cycling numbers. Newham Council's Core Strategy to 2027 seeks to promote new or enhanced open space and walking and cycling routes throughout the borough, including along the Lower Lea Valley. In doing so, the borough wants to better connect residents of Newham to the River Thames, the Olympic Park and the Park. To increase accessibility to the Park from surrounding areas, the borough wants to place new bridges over rivers and barriers to better connect neighbouring communities.

Newham is working to improve and complete cyclist connections through the Lower Lea Valley. Specific schemes include continuing towpath access to Canning Town south of Cody Dock and two cyclist and pedestrian bridges across the River Lea to Tower Hamlets – one at Poplar Reach and one at Leamouth to connect to the City Island development. TfL Quietway

route 6 will run through the centre of the QEOP connecting to Honor Lee Avenue and further east into Newham.

The Newham Greenway, which crosses the southern edge of the QEOP, currently provides a crossing and access points for cyclists to the Park. The link between Stratford High Street and the View Tube is currently closed but will open following the completion of Thames Water works at Waterworks River. There is also a ramped connection being installed west of Abbey Creek to improve the connection to the Channelsea path. Newham has also secured TfL funding to install lighting and CCTV along the length of the Greenway to improve safety.

London Borough of Hackney

The London Borough of Hackney has the highest cycling mode share of all London boroughs. Hackney aims to continue to create the best conditions to encourage more walking and cycling, and all new transport schemes and development proposals are assessed against the need to promote these modes of transport. Hackney aims to improve conditions for cyclists further by creating more 20mph zones, continuing its implementation of cycle permeability schemes, training cyclists and improving cycle parking facilities, and promoting greenway routes such as the Lee Valley Path North.

Hackney Council recognised the importance of utilising green spaces and parks for cycling routes in their 2015 Cycling Plan. They pledge to

continue working with partners such as the C&RT to develop and improve the routes for cyclists in the Park, removing pinch points and working on campaigns to promote considerate cycling to minimise conflict with other path users. Hackney's recently realised Wetlands to Wetlands Greenway project connects into the Park at Springfield Park east to Walthamstow.

London Borough of Waltham Forest

Waltham Forest Council acknowledges that there are barriers to accessing the Park from the borough; railway lines, major roads, waterways, industrial areas and reservoirs limit accessibility to the Park for cyclists and pedestrians. The borough wants to improve pedestrian and cycle access to green and open spaces, particularly to the QEOP, the Lee Valley Regional Park and Epping Forest. The borough wants to develop a network of safe walking and cycling routes that are well designed and legible, and has been progressing its Enjoy Waltham Forest project with mini-Holland funding from TfL.

Enjoy Waltham Forest delivers improvements for cyclists across the borough, including improved cycle facilities along the major roads which lead into the Park: Lea Bridge Road, Forest Road and Ruckholt Road. In addition they are developing cycle hubs and Brompton cycle hire at stations across the borough, including at Blackhorse Road and

Leyton stations. They are developing improved wayfinding and mapping of cycling in the borough, and they intend to make the most of opportunities to work in partnership with the LVRPA to maximise visitors using the Park. New regeneration proposals for areas such as Lea Valley Eastside will enable cycling enhancements and benefits created in the QEOP to be extended further north into the Park, up through to Lea Bridge Road whilst also creating better links for new residents and visitors.

The Council has pledged to work with the LVRPA to enhance the green links between to the Park and to ensure easy and sustainable access to green spaces across the borough.

London Borough of Haringey

Haringey Council wants to improve the legibility of the borough's principal roads, cycle paths and footways as well as improve the accessibility and permeability of public spaces for walking and cycling. The Council completed the Greenway project, which links green spaces across the borough from the Park in the east to the Parkland walk to Muswell Hill, via Finsbury Park.

Within Haringey Council's Corporate Plan is the objective to make Haringey one of the most cycling and pedestrian friendly boroughs in London. In its Local Implementation Plan 2011-2031, Haringey identified the Park as a significant recreational waterway and cycle route, which can serve to link Haringey with

1: The Enfield Plan:
Core Strategy 2010
– 2025, p.144

developments in East London, in particular the QEOP. The Council intends to improve links between the regeneration area in Tottenham and the Park, for example, through improving cyclist access across the railway line at Northumberland Park and improving the link at Marigold Road. They cite the existing barriers of the railway line and major roads as hampering current connections between the borough and the Park.

London Borough of Enfield

Encouraging cycling is a key transport priority with Cycle Enfield, supported by mini-Holland funding, combining extensive physical network improvements and additions with a range of supporting measures including cycle training, hire and maintenance. The new cycleway network will provide improved access to important destinations like the Park.

One of the strategic objectives of Enfield Council's Core Strategy 2010-2025 is to improve access to green areas and waterways, in particular for the communities close to the Park. They, like other boroughs, identify barriers to pedestrian and cyclist access to the Park from the borough: the West Anglia railway line, industrial and housing estates, north-south roads and the North Circular road. In addition, a large part of the Park in this area consists of reservoirs to which access is restricted. Enfield will work with stakeholders to prioritise pedestrian and cyclist schemes that link communities

on either side of the West Anglia railway to schools, developments, greenways and the Park. This includes a strategy to deliver a path along the western bank of the River Lea by requiring new developments seeking planning permission to provide a strip of land in perpetuity.

By supporting the work of the LVRPA, the council hopes to realise the potential of the Park and "make the best use of the waterway network in the upper Lee Valley, seeking to fully restore the waterways and improve their pathways and facilities for freight, recreational and educational use¹".

The London Legacy Development Corporation

The London Legacy Development Corporation (LLDC) was created to assure the legacy of the 2012 Olympic Park; its remit covers the QEOP and its immediate surrounds. Its vision is to create a dynamic new metropolitan centre for London, in which the QEOP will be a catalyst for growth and regeneration in the area, seeing the creation of new homes, jobs and visitor attractions. The QEOP is therefore in the process of change in terms of its physical environment, with improved public and green space, 2,500 new homes and two new schools planned and 13,000 new jobs forecast (mostly in the Here East development) by 2025.

Hertfordshire County Council

Hertfordshire County Council's cycling strategy states the county has the

lowest level of cycling to work in the East of England region, but with over 40% of journeys beginning and ending in the same town. There is therefore a significant untapped potential for cycling. Urban transport Plans (UTPs) for districts within Hertfordshire highlight that sections of path in the Park are of poor quality, that east-west links could be improved, specifically in terms of crossing the West Anglia railway, and that links from town centres to the Park could be improved.

The Hertford and Ware UTP (2010) identified various barriers to accessing the Park. The A414 is identified as one of the main barriers for north-south cycle traffic. In Ware, cycle provisions to cross traffic-dominated streets around the railway station are lacking. To enter the Park from the north, cyclists have to cross traffic-dominated Star Street, and to enter the park from the west, cyclists have to cross Viaduct Road. Furthermore, the river can currently only be crossed via Bridge Foot to Star Street, and there is no pedestrian or cycle access under Bridge Foot, and instead cyclists have to cross the traffic dominated road to access the riverside path. The UTP identifies the width constraints on towpaths in the Lee Valley as the main reason why these paths are not used by commuting cyclists, as it can cause conflict between cyclists and pedestrians. Furthermore, poor surfacing of the path and the impact of poor drainage could make it unattractive to use throughout

the year. The UTP identified several planned cycling and pedestrian routes that are intended to link together the fragmented cycle network and upgrade existing infrastructure.

Cycle data captured for the Travelsmart (2010) initiative for the Broxbourne and Hoddesdon area shows that cycle levels increase during the weekend, with trips for leisure being the largest share. The Council's vision for the Broxbourne area, set out in their emerging Broxbourne Cycling Strategy, is to improve walking and cycling along three major routes: along the New River, which flows parallel to the Park, along the eastern side of the A10 and along the eastern side of West Anglia railway. All these areas are within or border the Lee Valley Regional Park.

Essex County Council

Essex County Council recently published a new Cycling Strategy for the whole county, which aims to double the number of cycling trips from 2014 to 2025. The strategy seeks to promote cycling both as a practical means of transport for short journeys and as an enjoyable participation activity for sport.

Within the countywide strategy sit district level Cycling Action Plans, whose aim is to improve the cycling network in local areas. The Epping Forest District Cycling Action Plan is of most relevance for the Park given its proximity. Essex County Council is seeking to improve links with NCN1 and to establish making

2: <https://canalrivertrust.org.uk/about-us/our-campaigns/share-the-space-our-towpath-code>

good links to the other urban areas of the Epping Forest District. They identify the busy road junction of the A121 and Meridian Way as a location in need of improving for cyclists.

The Council highlights intensive housing development forthcoming in and around Harlow in the coming years. With this development, they intend to produce a Harlow Cycling Action Plan alongside an updated Epping Forest District Cycling Action Plan, which will seek to make better use of and improve the existing River Stort towpath leading into the Park from Harlow via Roydon.

Canal & River Trust

The C&RT has responsibility for the towpaths in the Park. They recognise that there are competing users of the towpaths: walkers, cyclists, boaters, anglers, wildlife who interact with each other and can sometimes come into conflict. Among them, boaters pay for their space adjacent to the towpath, while other users do not pay directly for its use. The C&RT promotes considerate sharing of the towpaths as their experience has shown that drawing lines on the towpath to segregate it between users is not very effective. Their 'Share the Space, Drop your Pace' towpath code is designed to promote considerate sharing of the towpaths².

What does this mean for the Lee Valley Regional Park?

The policy context described in this section illustrates a positive one for promoting and developing cycling measures in the Park in coming years. Increasing cycling for leisure and practical purposes fits in with the national government's agenda for transport, physical activity and health. This is consistent at regional level too, as London has improved rapidly in its provision for cyclists in recent years.

At a local level, there are consistent themes that emerge from local policy and planning. All of the neighbouring boroughs want to promote and improve their cycling facilities, with many having new planned routes stretching across their boroughs. There is a general intention to improve links into the Park, although many boroughs identify barriers which impair cyclist and pedestrian access, such as the railway line, major roads or industrial or housing estates which lack permeability.

We have developed our strategy with this context in mind. It is clear that working closely with local partners will be crucial to improving cycling conditions in the Park.

3 Vision and objectives of our strategy

This section introduces our vision and objectives for the Lee Valley Regional Park cycling strategy.

Our vision for cycling in the Lee Valley Regional Park

Our vision is for the Lee Valley Regional Park to be a world class destination for cycling

Our vision ties in with the overarching vision for the Park that it should be a world class leisure destination. The underlying outcome of this vision is that more people will visit and enjoy the Park.

Objectives

- 1 Improve access to the Park for people who want to cycle there (i.e. help people to get there by bike).
- 2 Improve access within the Park for people cycling: make it easy for people to cycle around the Park.
- 3 Improve awareness of the Park's cycling offer, particularly among residents of neighbouring boroughs and capitalise on the success of and interest generated by the Lee Valley VeloPark and the range of cycling events that take place.
- 4 For the Park to be accessible to all (i.e. so that disabled people can also enjoy cycling in the Park).
- 5 Promote safety and security among those cycling and walking in the Park.



4

Existing conditions for cycling in the Park

The Lee Valley Regional Park already has a strong cycling offer. Along its length from the River Thames to Hertfordshire there are different sections which offer differing experiences; whether it is moving through the changing inner city environments around Bow and the Olympic Park, through the marshland between Hackney and Walthamstow, cycling adjacent to the reservoirs near Tottenham or dissecting the lakes north of Cheshunt.

North-south cycling routes

The principal cycling route, which covers almost the entire length of the Park, is the National Cycle Network (NCN) route 1, which becomes NCN61 for the northernmost stretch of the Park from Rye House to Ware; NCN1 forks east across the Park towards Roydon.

NCN1 joins the Park at Hackney Wick; from there, for the majority of the length of the Park, it follows the path next to the River Lea or the River Lee Navigation canal. NCN1 also deviates to take in scenic areas of the Park, for example around Walthamstow Marshes. For the most part NCN1 is on traffic-free routes, signposted by fingerposts showing the red-boxed '1'.

The towpath next to the River Lea/ Lee Navigation canal provides a linear, traffic-free, north-south route through the Park. For sections of the Park, there are multiple other paths that cyclists can choose, for example between Cheshunt and Broxbourne or through Walthamstow

Marshes. However, in some sections of the Park choice is limited to one path, e.g. next to the reservoirs near Tottenham. The exception to this continuity is in the southernmost section of the Park, where there isn't currently a continuous path south of Twelvetrees Park / Cody Dock.



East-west cycling routes

Several east-west cycling routes do cut across the Park, although north-south links are more established than east-west links. Existing east-west connections are generally good around the QEOP and north of that into Hackney and Walthamstow Marshes. Given the barriers created by the reservoirs, east-west connections are poorer between Haringey and Enfield in the west and Waltham Forest in the east. North of Waltham Cross east-west connections are slightly more frequent. For the last section from Rye House to Ware they are fewer, impeded by the railway line, although there is less demand to make east-west movements given the sparser

population. Access points into and out of the Park for cyclists and pedestrians are also more limited further north in the Park than in its southern section.

Quality and experience of cycling routes

For the most part, paths through the Park have sufficient width for one cyclist to pass in each direction. Typically, the canal towpath does not offer enough space for a wider path than this. Where cycling routes follow paths that are not towpaths, they tend to be wider, allowing two cyclists to pass one cyclist in the other direction, i.e. three cyclists wide.

Paths in the Park are typically either tarmac or smooth gravel. There are small sections where surface is rougher, with cobbles, or where the path narrows to a pinch point or an obstacle. We discuss these issues further in the following section.



Sharing cycling routes

Towpath routes are managed and maintained by the C&RT. They promote their Share the Space, Drop your Pace campaign via signage which reminds cyclists that paths are shared with pedestrians and that pedestrians have priority. These signs tend to be placed at pinch points on the path, for example, under bridges to remind cyclists to slow down and be alert for pedestrians.

Another aspect of sharing the towpath is interaction with boat users or anglers, who can be disturbed by passing cyclists, particularly if they are moored at a narrow stage of the towpath.

Stakeholders do report some minor experiences of conflict, however the majority of stakeholder feedback and experience on site visits indicate few significant problems with pedestrian/cyclist conflict on the shared paths in the Park.

Visitor attractions

The Visit Lee Valley website has information on the Park's offer for cycling, including information about the Lee Valley VeloPark, locations where you can hire bikes and detail for a suite of planned short cycle routes. The Lee Valley VeloPark is an exceptional attraction for recreational cyclists; it offers track cycling on the Olympic velodrome, a road cycling circuit, a BMX track and mountain bike trails nearby. There are many other visitor attractions in the Park, including the Lee Valley White Water Centre, Lee Valley Boat Centre, the Lee Valley Ice Centre and nature reserves to be found along the length of the Park.

Members of the public can hire cycles in Broxbourne, in the north of the Park by the hour or for several days. The service is popular and offers adapted mountain bikes, well-suited to the trails in the Park. There is also cycle hire located at the View Tube off the Newham Greenway, offering cycle hire by the hour or per day. The Santander London cycle hire scheme now extends into the QEOP, including the Lee Valley VeloPark.

Types of cyclist

The Park attracts a mix of cyclists who use it: many cyclists come for leisure rides as well as some who commute through or along the Park. There tend to be more leisure cyclists towards the northern end of the Park, and a greater proportion of commuters in the southern section, given its proximity to central London.

There are opportunities for leisure rides in the Park which include short family rides with children – perhaps taking advantage of the suggested cycle routes on the Park website – or days out to venues within the Park, such as the Lee Valley White Water Centre. Some road cyclists or mountain bikers utilise sections of the Park to leave London on a traffic-free route as part of longer rides out into the countryside beyond.

Cycle-rail integration

It is possible to travel with a bicycle on the London Overground and Greater Anglia rail line running parallel to the Park. Restrictions apply on peak time weekday services between 0730-0930 and 1600-1900. Outside of these times train passengers can bring their bike with them. This can facilitate leisure trips, allowing access to more distant parts of the Park, or allowing a one-way cycle, with a return on the train. The existing rolling stock on these lines does not include specific bike spaces, although there is space in each door vestibule to accommodate a bicycle. This can make travelling by train less comfortable as the vestibules



are not specifically designed to accommodate a bicycle, passengers also need to monitor their bike to keep them out of the way of other passengers and it can be hard to find space on crowded services.

Issues and opportunities

While there are many strengths to the existing offer for cyclists in the Park, there are outstanding issues and barriers, which may prevent more cyclists from enjoying the Park and detract from the overall experience of cycling in the Park. Working with our partners and stakeholders we have identified the following issues and opportunities.

Physical barriers to accessing the Park

Accessing the Park from adjoining areas could be improved. The consensus among stakeholders in the neighbouring boroughs is that there are too few access points for pedestrians and cyclists to join routes in the Park, particularly in the northern section of the Park. This limited access is in large part due to significant physical barriers which exist to accessing the Park. These barriers include:

- The West Anglia railway line, which impedes access to the east of the Park around Walthamstow and then creates a barrier to the west of the Park north of Tottenham. Currently there are some level crossings and some footbridges across the railway line, the latter of which are not well suited to cyclists' needs.

In addition, Network Rail intends to remove many of the level crossings in the coming years, replacing most of them with bridges.

- Major roads also impair access creating a hostile environment for cyclists to cross.
- Industrial, trading and housing estates are another factor in poor accessibility into the Park as they can be quite impermeable for pedestrians and cyclists.

Informational barriers to accessing the Park

Further to these physical barriers is the fact that potential visitors to the Park, in particular neighbouring residents, may lack awareness of what the Park offers. This is partly because existing access points and attractions could be better signposted or better publicised. Even if access points are suitable for cyclists, they may not be very prominent or visible, and cyclists may not know that by following a given path through a housing estate, they can actually access the Park. Knowing a cycle route's destination and the distance to reach that destination is reassuring and encouraging for cyclists, particularly those who don't cycle regularly.

Missing cycling connections

While the Park has a good existing network of routes for cycling, there are sections of the Park where the cycling network is incomplete. The two sections where this is most pronounced are the Lower Lea Valley,

south of Twelvetrees, and between Springfield Park and Enfield Lock:

- South of Twelvetrees there is currently a towpath that runs to Cody Dock, but no further, meaning that Canning Town and Leamouth are not accessible via the River Lea. Historical industrial landuse and the meandering river are the principal causes for this gap in the network.
- North of Springfield Park, cyclists can use the towpath along the western side of the Park but there are no alternative routes due to the reservoirs and waterworks in this section of the Park.

Barriers to movement within the Park

Once cyclists have entered the Park, there are issues which hamper their movement around it. These include sections of path with a poor surface such as damaged surfacing or where cobbles have been used to create 'speed bumps'. Other barriers to movement include barriers and metalwork designed to prevent powered two-wheelers accessing the paths, pinch points where the path narrows, e.g. under a bridge, and encroaching vegetation which effectively narrows the path. Sections of path where the path narrows can



bring any potential conflict between path users to a head and pinch points or metal barriers can be a source of frustration or discomfort for cyclists, deterring them from returning to use this route in future.

Signage and wayfinding

A range of signage can be found across the park, originating from multiple organisations and installed over at different times. Signage includes directional boards, maps, fingerposts as shown below and poster cases.

Our observations have highlighted gaps/issues including:

- Lack of information and signage at key decision points
- Clutter and repetition of information and signage;
- Accessibility;
- Consistency of content, hierarchy and sign placement; and
- Attractiveness.

System gaps can be seen especially in cycle wayfinding provision. Cycle routes have no corresponding wayfinding information or signage on the ground to support journeys. Similarly, signposting of NCN1 is counterintuitive in places with cyclists being directed away from the continuing towpath, which appears suitable for cycling, only for it to re-join the same towpath further along having taken a detour into another section of the Park. This happens, for example, around Gunpowder Park near Enfield

Lock where NCN1 deviates into the park and later rejoins the towpath.

More generally, it is also difficult for cyclists wishing to explore the existing paths on their own to do so easily as mapping or signage isn't comprehensive enough for them to make up their own routes, or to know that certain routes exist. There is an example of this in the lower Lee Valley, where the Limehouse Cut joins the River Lea; there is a continuous cyclable path that joins up with the towpath to Hackney Wick. However, it is not clearly signed and there are points where the path is not intuitive or legible, e.g. near Three Mills Studios.

Wayfinding and signage provision within the park should:

- Provide consistent identification, orientation and navigation;
- Encourage visiting, exploring and appreciation of the natural environment;
- Serve all park users regardless of ability; and
- Reduce clutter and redundant infrastructure.

Lighting preventing night time or winter use

Almost none of the paths through the Park have artificial lighting. This means that their use after dark or in winter evenings is difficult. This lack of lighting is due to concerns over wildlife disruption and that, given the predominant use by leisure cyclists, night time use may be less of a priority.



5 Measures to develop the cycling offer in the Park

This section sets out what we will do to encourage and promote cycling in the park, drawing on the policy context, existing situation and the issues and considerations identified previously.

1. Develop key gateways to the Park

Improving the number and quality of access points into and out of the Park is a crucial component in increasing cycling visitors to the Park. Effective partnership working with neighbouring boroughs will be needed in order to achieve this. Neighbouring boroughs have their own planned cycle routes, which need to be taken account of when considering where to improve or add new gateways to the Park. For example, Enfield Council is looking to improve the route along the river into Broxbourne as well as providing gateway links at Lea Valley Road and Picketts Lock, while Waltham Forest Council is developing segregated cycle tracks that cross the Park along Forest Road and further south at Lea Bridge Road. It is therefore important to work with them to maximise the potential for interchange and connection at these sites.

We will work towards developing key gateways to the Park, which will be the main access points to the Park, in addition to many other smaller entrances. These key gateways will be characterised by:

- Clear access for cyclists to the Park in the form of a wide, clear, unobstructed path with a good surface. Key gateways should be fit for purpose to encourage use by disabled people.

- Clear wayfinding. This will involve clear signposting to the gateway itself from nearby, and a map panel showing cycling routes in the vicinity of that gateway. The visitor car park at Enfield Lock currently has a map panel in this style, as shown below. However, the current panel would be better to devote more space to nearby routes and less space to text.
- Cycle parking – where cycle parking is appropriate, at the least a bank of Sheffield stands, and, where suitable, larger facilities.

The majority of gateways should best cater for the needs of leisure cyclists however some will see higher commuter use due to their alignment on commuter routes originating in neighbouring boroughs. Gateways targeted at leisure cyclists will have wayfinding which highlights leisure routes and visitor attractions in the vicinity of that gateway. Gateways which cater for more commuters will have wider access, to accommodate higher peak time flows of cyclists and avoid conflict arising at these times between different users.

Stakeholders identified the following sites as key gateways to the Park. While many of them exist already and some are well-used, many would need an overhaul of their signposting and mapping. Some would need physical infrastructure improvements to make them feasible. Those which we anticipate to see higher commuter flows are marked by a [c]. Each key gateway is highlighted on the attached mapping of the Park in Appendix A:



- | | |
|---|--|
| 1. Canning Town [c] | 12. Pickett's Lock |
| 2. Bow Roundabout [c] | 13. Lea Valley Road (both east (Ponders End) and west) |
| 3. Newham Greenway | 14. Enfield Lock / Enfield Island Village |
| 4. Hackney Wick / Here East [c] | 15. Waltham Cross – access from A121 |
| 5. Ruckholt Road / Eastway [c] | 16. Cheshunt station [c] |
| 6. Lea Bridge Road (both east and west of Park) [c] | 17. Turnford Brook |
| 7. Coppermill Lane [c] | 18. Lower Nazeing / Nazeing Road |
| 8. Springfield Park [c] | 19. Broxbourne [c] |
| 9. Forest Road / Tottenham Hale | 20. St Margarets |
| 10. Tottenham Marshes / Stonebridge Lock | 21. Ware |
| 11. Sandpiper Close / south of Banbury reservoir | |

2. Work with partners to address physical barriers to access

Improving access and creating key gateways will need to take account of existing barriers and how to overcome these or work around them. The West Anglia railway line currently has many level crossings, which allow access for cyclists without having to climb stairs or ramps. Network Rail has a long-term plan to remove level crossings across the entirety of its network in response to safety concerns. If these are replaced by footbridges with stepped access then the railway may become an even greater barrier to accessing the Park than at present. As such, it will be a priority of the LVRPA to work in partnership with Network Rail and neighbouring boroughs to secure plans for ramped access for cyclists to replacement bridges at least at the following key gateway locations, if not at all level crossings adjacent to the Park:

- Theobald's Grove – Trinity Lane
- Cheshunt
- Wharf Road
- St Margarets

Access across major roads is a barrier to the realisation of several key gateways. Ramped bridges, underpasses or signalised crossings (as appropriate) across major roads would unlock access for cyclists at the following key gateways:

- Waltham Cross: access across A121
- Enfield Lock: crossing of Mollison Avenue

- Harbet Road (north of Banbury reservoir): access across the North Circular Road

Access through impermeable trading estates or housing estates is another barrier to opening up new gateways to the Park. We will work with neighbouring boroughs to identify potential new access routes through industrial and housing estates.

3. Raise the profile of cycling in the Park

Overcoming a lack of awareness of routes and access points is almost as important as overcoming the physical barriers themselves. As described in the previous section, if potential visitors do not know about the routes and access points to the Park, they won't be able to use them. Therefore we shall increase awareness of the Park's cycling offer through advertising and publicity. This will be particularly focussed on adjacent communities to the Park. It could also involve a publicity campaign across London, Hertfordshire and Essex to promote leisure routes for cyclists. In particular, this should focus on residents of new developments and regeneration schemes near the Park as their travel and leisure habits will not be established having moved to a new home.

In our publicity, we shall emphasise the offer of everyday leisure and green infrastructure that the Park provides, specifically in terms of health benefits. We will also tailor our publicity to help ensure a broader appeal of

cycling among the local population.

Cycling events centred at the Lee Valley VeloPark provide an opportunity to promote cycling more widely in the Park. They offer the chance to host sporting events such as charity or sportive rides that incorporate the wider Park. Guided leisure rides with local communities also present an opportunity to introduce more people to the cycling offer of the Park.

4. Improve signage and wayfinding

Improving signage and wayfinding to make more of the existing routes and facilities for cyclists is a key component in improving the offer for cyclists throughout the Park, as there are existing good routes for cyclists, but better use could be made of them. Improving wayfinding in the Park, in a way that is suitable to the needs of cyclists, as well as sensitive to the needs of the environment (i.e. minimising clutter), could be achieved through:

- 1 On the ground wayfinding to provide clearer, frequent signposts to key attractions or nearby places, e.g. Lee Valley Ice Centre or Cheshunt



station. This could also include the use of painted arrows on the road, such as those used to mark Quietway routes (see image below). It should also include improvements to the legibility of NCN1 and 61, which can take counterintuitive turns and there should also be improved signposting to make it easier for cyclists to join the NCN routes from nearby.

- 2 Regular use of mapping panels at key locations, in the style of Legible London, tailored to the needs of cyclists in the Lee Valley, would allow cyclists to find their way around more easily.



- 3 The suggested cycle routes on the Park website would be improved by marking them on the ground, which would make route finding easier rather than users having to carry a printed map or frequently check progress on their phones. Colour-coded lines could be used to demarcate each route, or coloured arrows at key turnings on those routes.
- 4 Better use could be made of online mapping so cyclists can

locate themselves easily on the move. As smartphones are now so common, this will be the way that many cyclists will navigate or plan their routes.

There are two potential ways of achieving better wayfinding in the Park. Firstly, the Park could commission a wayfinding strategy to cover the whole Park in a consistent, comprehensive way, with a thorough approach to wayfinding, potentially employing the node points approach suggested in the box below. It would be important that neighbouring boroughs and partners are involved in this process to make sure that the Park's wayfinding links in well with its neighbouring areas.

Secondly, the LVRPA could seek to work with neighbouring boroughs and partners such as TfL, Sustrans and C&RT as they bring forward new routes and use these opportunities to improve wayfinding through the Park that ties in with wider cycling network plans. Whichever approach is taken, the LVRPA will need to work closely with neighbouring boroughs and partners to assure no routes are missed, no duplication takes place, and that wayfinding is consistent in terms of sign design and naming conventions.

Node point wayfinding

We will consider the Dutch approach to cycle wayfinding known as 'knooppunten', which roughly translates as 'node points'. The system works by numbering certain key junctions or nodes across a given



3: The Lea River Park:
<http://queenelizabetholympicpark.co.uk/the-park/attractions/around-the-park/the-leaway>

area. Small fingerposts signal the way between each node and when the cyclist reaches the node there is a map panel showing the surrounding network, from where they can decide which number they will cycle to next. The advantage of this system is that it lets cyclists devise their own route across an area, and if they lose track of the specific route they were following, they can easily amend their route.

5. Improve the cycling network

The LVRPA understands the importance of a comprehensive cycle network, and the Park's role in the wider cycle network. It is therefore important to complete the missing cycling connections identified earlier in this strategy as well as work to offer alternative routes to take the pressure off certain stretches of the network. Competing uses by different users, e.g. leisure and commuting cyclists, where there is only one route can be a source of conflict. Providing alternative routes may allow for one route to be designated for commuters and others for leisure.

The towpath provides a continuous north-south route throughout the majority of the length of the Park. As described in previous sections, this does not extend to the southernmost part of the Park, south of Cody Dock. The Lea River Park project³ aims to remedy poor cycling connections in this area. A collaboration between the LLDC, Newham and Tower Hamlets, TfL and the Mayor of London, this project includes plans to complete

the north-south towpath connections to Canning Town and Leamouth as well as install new bridges for cyclists and pedestrians – at Poplar Reach and Leamouth. The LVRPA supports this project and will work with its partners to realise the improved cyclist routes that it proposes.

As described in previous sections, there are parts of the Park where there are several alternative north-south routes. From the QEOP north to Walthamstow Marshes there are multiple north-south route options. North of Enfield Lock, the Park opens out and there are several routes for cyclists to choose. However, in the middle of these two sections, reservoirs limit the scope for extra route options. Currently, the western towpath is the only route from Springfield Park to Enfield Lock.

An option for an additional north-south route would be to follow the River Lea flood relief channel along the eastern edge of the Park from its southern junction with Coppermill Lane north to Banbury Reservoir. From there it would trace the eastern edge of the William Girling and King George V reservoirs. A second option would be to explore gaining permissive access to the routes between the lower reservoirs, such as Lockwood Reservoir, to allow a more central route between Coppermill Lane and Banbury Reservoir. We understand, at the time of writing, that progress has been made with Thames Water towards realising this second route.

Both indicative alignments are shown on the map of the Park in Appendix A.

If one of these eastern routes were possible, it would open up a secondary north-south route up the eastern side of the Park, allowing cyclists the option of a different route from the towpath.

In addition to these routes, we propose the following alternative north-south routes to take pressure off existing routes (these routes are shown on the map in Appendix A):

- An eastern route from Ware to Roydon via St. Margarets.
- Wayfinding of a completed cycle route flanking the eastern side of the West Anglia railway line from Hoddesdon to Waltham Cross, via Broxbourne and Cheshunt using existing paths.

As outlined in the previous section, there is scope to deliver additional east-west connections. Some of these links already exist, and would benefit from better wayfinding; some require infrastructure improvements. Given that east-west connections link into wider routes through neighbouring boroughs, it will be vital to work closely with neighbouring authorities to identify and understand their planned routes, and to support their development. From our stakeholder engagement, we know of the following east-west routes that will be developed through the Park in the near future, that we support:

- Quietway 6: QEOP / Honor Lea Avenue (TfL)
- Lea Bridge Road (Waltham Forest – Hackney)
- Quietway 2: Coppermill Lane (TfL)
- Forest Road (Waltham Forest – Haringey)
- Waltham Abbey cycle improvements (identified in Essex's Epping Forest District Cycling Action Plan), in particular A121 / Meridian Way

Additional to these, we have identified several east-west alignments where we will work to develop better links for cycling:

- Leaside Road (Ikea Tottenham) / Northumberland Park – Sandpiper Close (south of Banbury reservoir): we understand this will be progressed as part of Meridian Water development
- Lea Valley Road (A110) connecting Enfield and Waltham Forest
- Turnford Brook – Waltham Road/ St. Leonards Road junction
- Broxbourne – Lower Nazeing
- Dobb's Weir – Hoddesdon town centre, identified in Broxbourne Cycling Strategy
- Little Amwell – Easneye Farm

We will look for opportunities to work with neighbouring boroughs to progress these connections and to link them into wider routes that they are planning. In particular, we shall look to develop further east-west cycle routes in the north of the Park in collaboration with Essex and Hertfordshire County Councils, which connect with local nature and heritage attractions. This will use the potential of cycling and cycle routes to link and promote attractions within and beyond the Park's boundaries, for example a wetland to woodland link between Fishers Green to Epping Forest, or 'Birds of Paradise' to 'Meercats' route linking The Paradise Wildlife Park in Broxbourne across to the Lee Valley Park Farms in the River Lee Country Park.

6. Improve the quality of paths for cycling

Improving the quality of paths within the Park will require close working with partner organisations. The LVRPA supports the C&RT's work to reduce physical barriers and improve surfacing as part of their Quietways project, as well as TfL's Quietway routes crossing the Park. To facilitate this work the LVRPA will support the C&RT and we will be clear in what we aspire to in terms of good quality routes for cyclists. The Park recognises the guidance given in TfL's London Cycling Design Standards (LCDS). We will seek to ensure our cycle routes feature the following:

- Removal of obstacles to cycling, e.g. barriers, 'kissing gates', steps, especially as these can impede use by disabled people
- A good, even surface; removal of uneven cobbles, speed traps, rough gravel, uneven ground prone to water pooling
- Sufficient width for two pedestrians and cyclists to pass (we will aim to meet the minimum widths detailed in the LCDS, however in places we must work within the constrained width of the towpath)
- Reliable maintenance of paths

We shall arrange for officers of the LVRPA and neighbouring boroughs to receive training in applying the LCDS to help ensure that its good practice guidance is implemented in the Park.

Paths in different sections of the Park have different usage patterns, and so their physical surface may differ accordingly. For example, those in the northern, more rural section of the Park may have more recreational walkers, dog walkers etc. using them, with fewer commuting cyclists, so a tarmac surface may not be essential. There are also sections of paths where heritage features may be retained for historical purposes, e.g. cobbles may be filled in rather than removed.

When assessing the quality of paths for cycling in the Park we will endeavour to 'future proof' paths to accommodate future increases

in population and demand, where possible. Paths should therefore be designed to accommodate higher flows of cyclists than they currently do, especially in areas of notable commuter flows. When planning and upgrading routes, it will be particularly important to be aware of planned new developments which will add significantly to the local population, and thus increase the local demand for cycling. Examples of such developments include Meridian Water in Enfield, planned developments to the north of Waltham Abbey and north of Turnford Brook.

In addition to working towards general improvements to the quality of the cycle network, we will work with partners to realise certain specific improvements:

- Improve the Coppermill Lane connection to help realise TfL Quietway 2 where it passes under the railway – currently the clearance is 1.5 metres
- Improve the legibility and wayfinding of the towpath connection from the Limehouse Cut through to Hackney Wick
- Complete link from Waltham Forest's cycle track on Ruckholt Road to connect with Lee Valley VeloPark
- Remove metal barriers at Stonebridge Lock
- Remove cobbled speed trap at:
 - Markfield Park
 - Ponder's End lock

- Signpost an alternative route for the section of NCN1 which climbs over Clayton Hill, to allow cyclists to avoid the incline

While artificial lighting is not appropriate for much of the Park's cycling network, due its disturbance of wildlife, it may be considered for certain key sections that are used by more commuters. In these sections sensitive lighting schemes or luminous road markings would be an appropriate and welcome intervention to increase safety for cyclists.

7. Encourage considerate sharing of paths

The current approach to promoting considerate sharing of paths between pedestrians and cyclists is focussed on signs encouraging considerate cycling and pedestrian priority at pinch points such as bridges. Given that few stakeholders report significant problems with pedestrian/cyclist conflict, it appears that this approach is working relatively well. Further to this, research conducted into pedestrian / cyclist conflict⁴ on shared use paths shows that segregating users creates a sense of entitlement to 'their' part of the path, which actually exacerbates antagonistic conflict in place of negotiating the sharing of the path.

To continue efforts to minimise conflict, there is scope to make the presence of signs more comprehensive through more frequent reminders where the path narrows and also at points where pedestrian numbers can be higher, for example at Stonebridge

⁴ DfT, 2012, Local Transport Note 1/12: Shared Use Routes for Pedestrians and Cyclists.
Atkins, 2012, Shared Use Operational Review.

Lock café or outside the Anchor and Hope pub in Clapton. This will be of particular importance as cyclist and visitor numbers increase and the paths become more crowded.

We shall also work closely with the C&RT to implement on-site ranger campaigns and wider advertising campaigns as appropriate to increase awareness of how to mitigate and minimise pedestrian-cyclist conflict.

We have identified in previous sections that locations where high numbers of cyclists with different trip purposes, i.e. leisure/commuting cyclists come into contact are potential sources of conflict. Our proposed approach to increase the

number of alternative routes in the cycling network is aimed at reducing pressure on these pinch points.

8. Develop cycle parking and hubs

We will increase the provision of cycle parking throughout the Park, including banks of Sheffield stands at key attractions as well as key gateways, as previously stated. In addition we shall work with key attractions in the Park to improve their facilities for cyclists, i.e. offering cycle pumps or selling basic spare parts such as inner tubes.

We will support the development of cycle hubs in neighbouring boroughs. Cycle hubs are secure,

Example of covered secure cycle parking installed in the London Borough of Waltham Forest



Source: Enjoy Waltham Forest

covered facilities in which cyclists can leave their bike and sometimes a fee is charged for this. Haringey and Waltham Forest plan to develop cycle hub facilities at train stations near to the Park – Tottenham Hale and Blackhorse Road respectively. These facilities would permit, for example, commuters to integrate cycling into a stage of their whole commute, or families who live nearby to leave their bikes securely during the week to use for leisure journeys at the weekend. When these kind of facilities are installed in or near the Park, their design should be sensitive to the Park's location, for example with a green roof.

9. Explore options for cycle hire

As described in Section 4, there are currently three options for hiring a cycle in the Park: Santander cycle hire in the south of the Park, View Tube bikes and Broxbourne cycle hire. The former is part of the wider central London cycle hire scheme, focusing on urban utility cycling for short trips. Broxbourne and View Tube are more geared towards leisure cyclists and are 'origin to origin' where users hire and return the bike to the same location. Urban cycle hire schemes like the Santander cycle hire scheme often require intensive redistribution of returned bicycles as well as supporting funding from sponsorship or advertising to support the operating costs of such a scheme.



Implementing a standalone equivalent to the central London cycle hire scheme with a dense network of docking stations throughout the Park is not suitable. Additional cycle hire opportunities in the Park need to be appropriate and take into account the assumption that most users will be leisure cyclists in a largely non-urban context. These would likely need to adopt a similar model to the existing origin to origin cycle hire schemes.

We believe there is also scope in the south of the Park to extend the TfL Santander cycle hire scheme to include the Lee Valley Hockey and Tennis centre and expand this further up to Lea Bridge Road area establishing a bike hire scheme between the Park's southern venues; of Ice Centre, Riding Centre, Hockey and Tennis Centre and VeloPark.

Suitable locations for the additional origin to origin cycle hire points could include rail stations in the Upper Lee Valley allowing visitors to catch a train to the station and then enter the Park on a hired bike from there, bringing the northern section of the Park into easier reach. The following stations could offer this service, although we would not expect cycle hire to be offered at all of them:

- Tottenham Hale
- Blackhorse Road
- Enfield Lock
- Waltham Cross
- Cheshunt
- St Margarets
- Rye House
- Ware

It is possible that an integrated cycle hire scheme could be introduced whereby users could drop their bike at a different station from where they picked it up. However, this would likely incur more onerous requirements in terms of redistribution of bikes between sites, and may be unviable.

6 Implementation

Sources of funding

In order to realise the measures outlined in the previous section the LVRPA, working with partners, shall seek funding from various sources including but not limited to:

Department for Transport grant funding (outside London)

- Local Growth Fund (capital schemes)
- Access Fund (revenue funding)
- Cycle-Rail funding in conjunction with rail operators
- Potential future funding announced from DfT related to the Cycling and Walking Investment Strategy

Transport for London funding (London)

- Cycle Superhighway / Quietway programmes
- Mini-Hollands

Local Authority / London Borough funding

- Local Implementation Plan (LIP via TfL)
- Developer contributions (Section 106 / Community Infrastructure Levy)

Sporting / leisure sources:

- Sport England
- Big Lottery Fund

Action Plan

The following table sets out our action plan to implement the measures in this strategy, how each measure meets our stated objectives and how each measure will be monitored. Many of the actions outlined in this plan will require close working with partners and for the LVRPA to take advantage of opportunities to implement our plans in tandem with partners, e.g. to join up with TfL or C&RT when they are planning a Quietway route, or to work with a developer to bring forward improvements in or near the Park.

Action plan		Objective met		Action	Timeframe	Monitoring measure	Partners
Measure							
1. Develop key gateways to the Park	1, 4, 5	Implement physical infrastructure improvements to key gateways	Short- to medium-term (2016-2026)	Increase in counts of cycles using automatic cycle counters at key gateways	Neighbouring boroughs, TfL, C&RT, Sustrans, developers		
	1, 2, 3	Implement wayfinding improvements at key gateways	Short- to medium-term (2016-2026)	Visitor survey question: ease of navigation in the Park	Neighbouring boroughs, TfL, C&RT, Sustrans, developers		
	1, 4, 5	Work with Network Rail and Crossrail 2 to secure ramped access for cyclists at key identified locations when level crossings replaced	Short- to long-term (2016-2030)	Increase in number of level crossings replaced with ramped access bridges	Network Rail, neighbouring boroughs		
2. Work with partners to address physical barriers to access	1, 4, 5	Improve access for cyclists across identified major roads near the Park	Short- to long-term (2016-2030)	Increase in number of cycle-friendly access points across identified major roads	Neighbouring boroughs, TfL		
	1, 4, 5	Improve permeability of housing / trading / industrial estates	Short- to long-term (2016-2030)	Increase in number of entrances to the Park	Neighbouring boroughs, developers, C&RT		
	3	Publicise the Park's cycling offer among neighbouring residents, particularly of new developments	Short-term (2016-2020)	Visitor survey question: how did you hear about the Park's facilities?; Home postcode of respondents to visitor survey; Increase in number of cyclists counted at automated cycle counters near new developments; Travel plan monitoring data from new developments	Neighbouring boroughs, developers		
3. Raise the profile of cycling in the Park	3	Implement publicity campaign promoting leisure routes in the Park	Short-term (2016-2020)	Visitor survey question: how did you hear about the Park's facilities?;	TfL, neighbouring boroughs		
	3, 4	Broaden appeal of cycling through tailored publicity	Short-term (2016-2020)	Demographics of respondents to visitor survey	TfL, neighbouring boroughs, Sustrans, C&RT		
	1, 2, 3	Commission a comprehensive wayfinding strategy for the whole of the Park	Short- to medium-term (2016-2026)	Strategy document commissioned	Neighbouring boroughs, TfL, C&RT, Sustrans, developers		
4. Improve signage and wayfinding	1, 2, 3	Work with partners to develop consistent wayfinding as they bring forward new routes and developments	Short- to medium-term (2016-2026)	Visitor survey question: ease of navigation in the Park	Neighbouring boroughs, TfL, C&RT, Sustrans, developers		

Action Plan (cont.)					
Measure	Objective met	Action	Timeframe	Monitoring measure	Partners
5. Improve the cycling network	2, 5	Continue to support the realisation of the Lea River Park route developments in the southern section of the Park	Short- to medium-term (2016-2026)	Implementation of new cycle routes in southern section of the Park; Increase in counts of cycles using automatic cycle counters on new route	LLDC, Newham, Tower Hamlets, TfL, Mayor of London, Sustrans, C&RT
		Explore the development of alternative north-south route between Coppermill Lane and Enfield Lock	Short- to long-term (2016-2030)	Implementation of new cycle routes in middle section of the Park; Increase in counts of cycles using automatic cycle counters on new route	Thames Water, Waltham Forest, Haringey, Enfield, Sustrans, C&RT
	2, 5	Explore the development of alternative north-south route between Hoddesdon and Waltham Cross	Short- to medium-term (2016-2026)	Implementation of new cycle routes in northern section of the Park; Increase in counts of cycles using automatic cycle counters on new route	Hertfordshire County Council, Broxbourne District Council, Sustrans, C&RT
		Explore the development of alternative north-south route between Roydon and Ware	Short- to medium-term (2016-2026)	Implementation of new cycle routes in northern section of the Park; Increase in counts of cycles using automatic cycle counters on new route	Hertfordshire County Council, Sustrans, C&RT
6. Improve the quality of paths for cycling	1, 2	Support implementation of TfL Quietway routes 2 and 6, and C&RT aspirations for Quietway cycle route	Short-term (2016-2020)	Implementation of new Quietway routes; Increase in counts of cycles using automatic cycle counters on new routes	TfL, Tower Hamlets, Newham, Hackney, Waltham Forest, C&RT
	1, 2	Support development and implementation of new east-west routes by neighbouring boroughs	Short- to medium-term (2016-2026)	Increase in counts of cycles using automatic cycle counters on new east-west routes	Neighbouring boroughs, TfL, Sustrans, C&RT
	2, 4	Work with partners to realise specific improvements to overcome barriers in the current cycle network	Short-term (2016-2020)	Implementation of specific improvements detailed in strategy document	C&RT, neighbouring boroughs, TfL, Sustrans

Action Plan (cont.)					
Measure	Objective met	Action	Timeframe	Monitoring measure	Partners
	2, 4	Arrange training in use of TfL's London Cycling Design Standards for officers of LVRPA and neighbouring boroughs	Short-term (2016-2020)	Training attended by relevant officers	TfL, neighbouring boroughs, C&RT, Sustrans
	2, 4	Assure that future cycle routes meet good practice set out in LCDS, where possible, and cater for future increases in demand	Short- to long-term (2016-2030)	Newly implemented cycle routes meet LCDS design standards	TfL, neighbouring boroughs, C&RT, Sustrans, developers
	2, 5	Explore the installation of appropriate lighting on key commuting stretches of the Park cycle network	Short- to medium-term (2016-2026)	Increase in counts of cycles using automatic cycle counters in darkness hours	C&RT, Sustrans, TfL
7. Encourage considerate sharing of paths	2, 4, 5	Continue to work with C&RT and Sustrans to minimise pedestrian / cyclist conflict through signage and campaigns	Short- to medium-term (2016-2026)	Visitor survey question: instances of conflict experienced	C&RT, Sustrans
	2, 4, 5	Explore the development of alternative routes in the Park cycle network to alleviate instances of conflict	Short- to long-term (2016-2030)	Visitor survey question: instances of conflict experienced	C&RT, Sustrans, TfL, neighbouring boroughs, developers
8. Develop cycle parking and hubs	1, 2, 4, 5	Increase the provision of cycle parking and facilities at key visitor attractions and key gateways	Short- to medium-term (2016-2026)	Increase in counts of parked cycles at key visitors attractions, key gateways	Sustrans, C&RT, TfL
	2, 4	Work with partners to realise specific improvements to overcome barriers in the current cycle network	Short-term (2016-2020)	Implementation of specific improvements detailed in strategy document	C&RT, neighbouring boroughs, TfL, Sustrans
	1, 5	Support development of cycle hubs by neighbouring boroughs	Short- to medium-term (2016-2026)	Usage rates of implemented cycle hubs	Neighbouring boroughs, TfL, Sustrans
9. Explore options for cycle hire	1, 2	Explore options for further cycle hire locations in the Park	Short- to long-term (2016-2030)	Usage rates of implemented cycle hire; Visitor survey question: what type of bicycle did you use in the Park: your own or a hired cycle?	Neighbouring boroughs, TfL, Sustrans, private sector

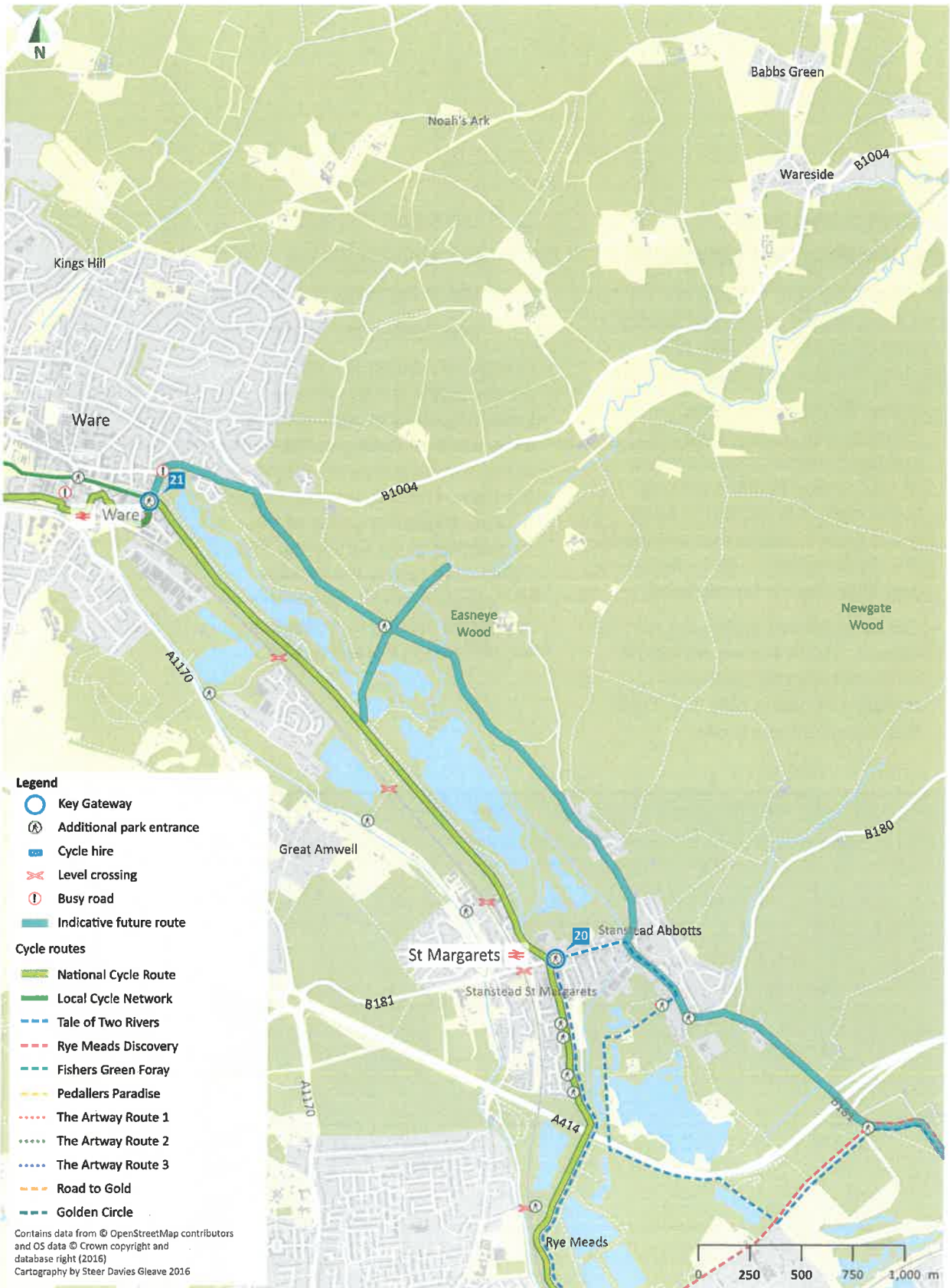
Monitoring and evaluating our progress

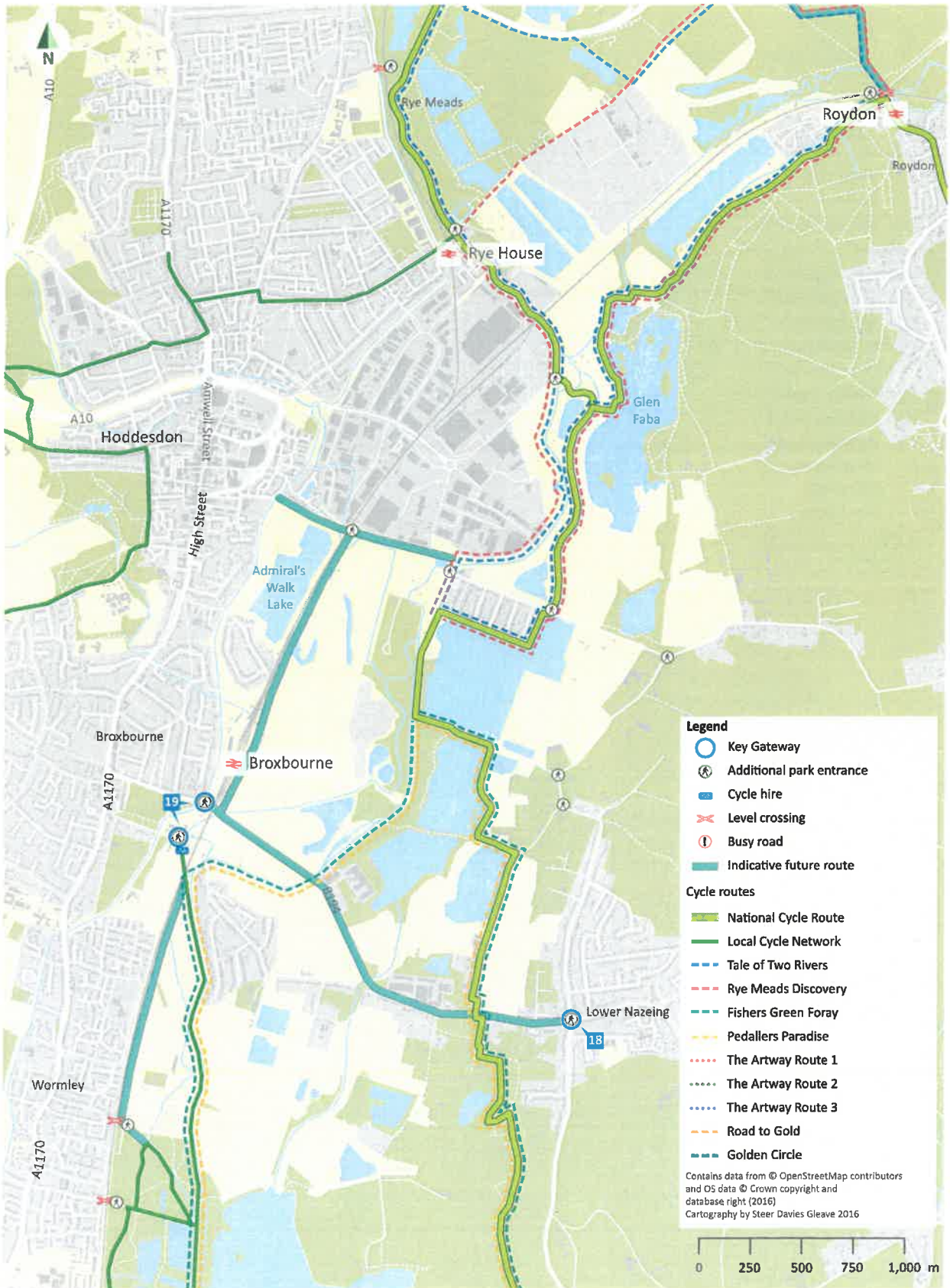
In order to be able to track our progress, we will implement several means of counting cyclists and gauging their experience of the Park:

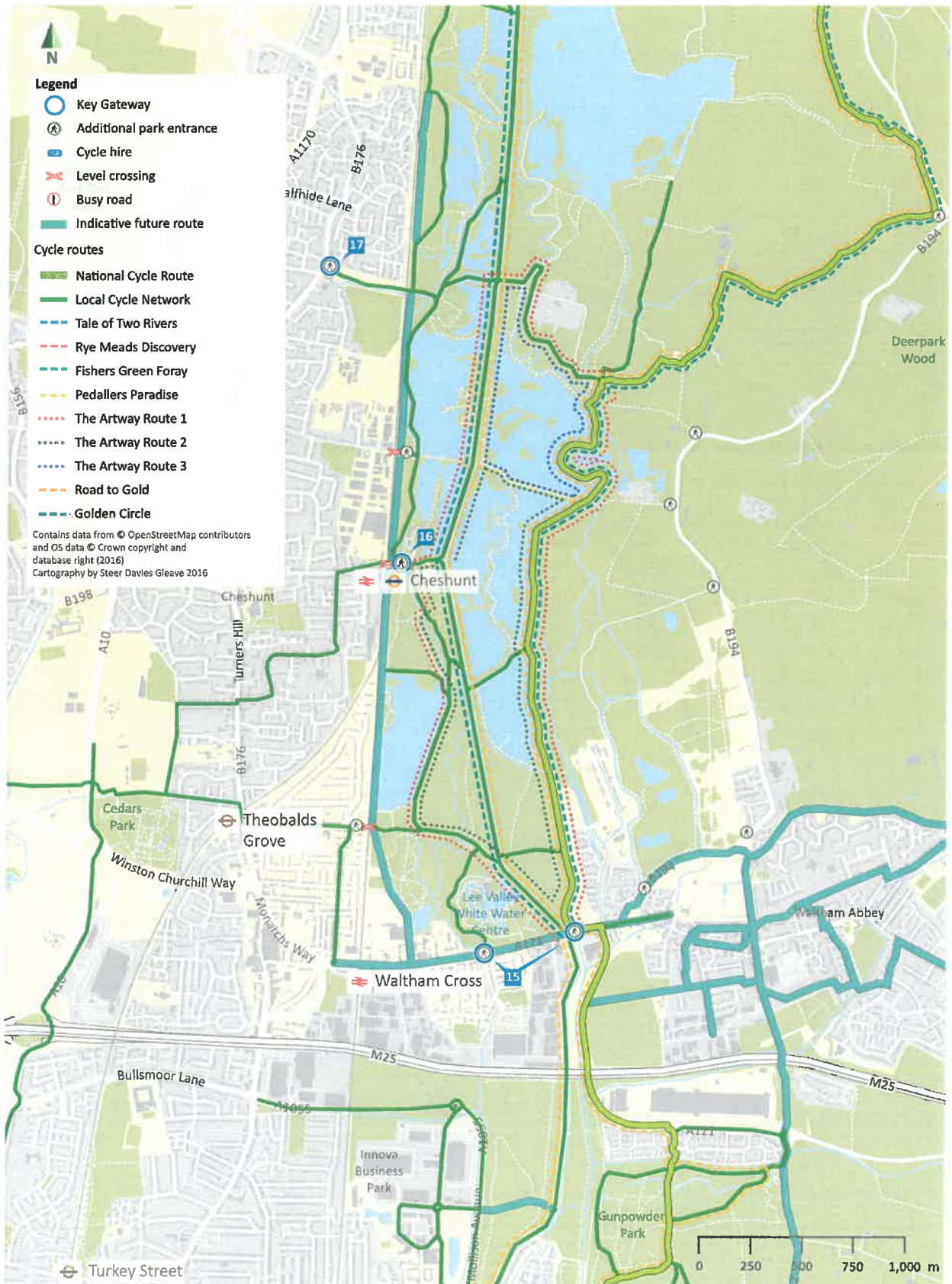
- Automatic cycle counters. Working with partners we will install automatic cycle counters at key gateways and locations in the Park. We will aim to install these before certain improvements are implemented to allow before and after data to be captured.
 - Count of parked cycles at key venues. This measure will permit us to monitor the number of people who use a bike to access the following key venues:
 - Lee Valley VeloPark
 - Lee Valley Ice Centre
 - Lee Valley White Water Centre
 - Lee Valley Boat Centre
- Questions relating to cycling in annual visitor survey. We will include questions relating to the experience of cycling in the Park in our annual survey of visitors to the Park. This will allow us to gain a more qualitative sense of the experience of cyclists in the Park, rather than simply the number of cyclists visiting it. Specific questions relating to measures are detailed in the action plan.

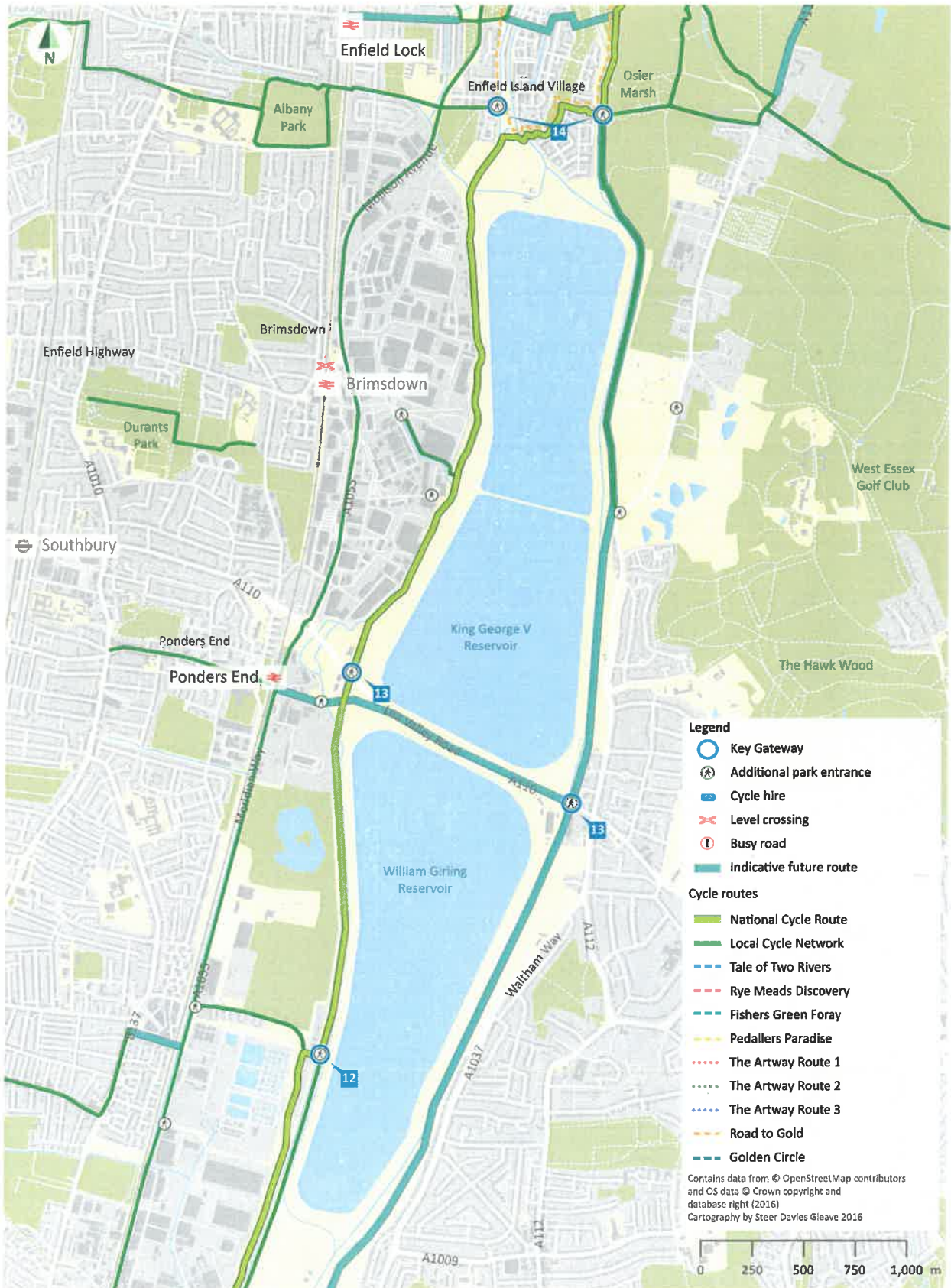


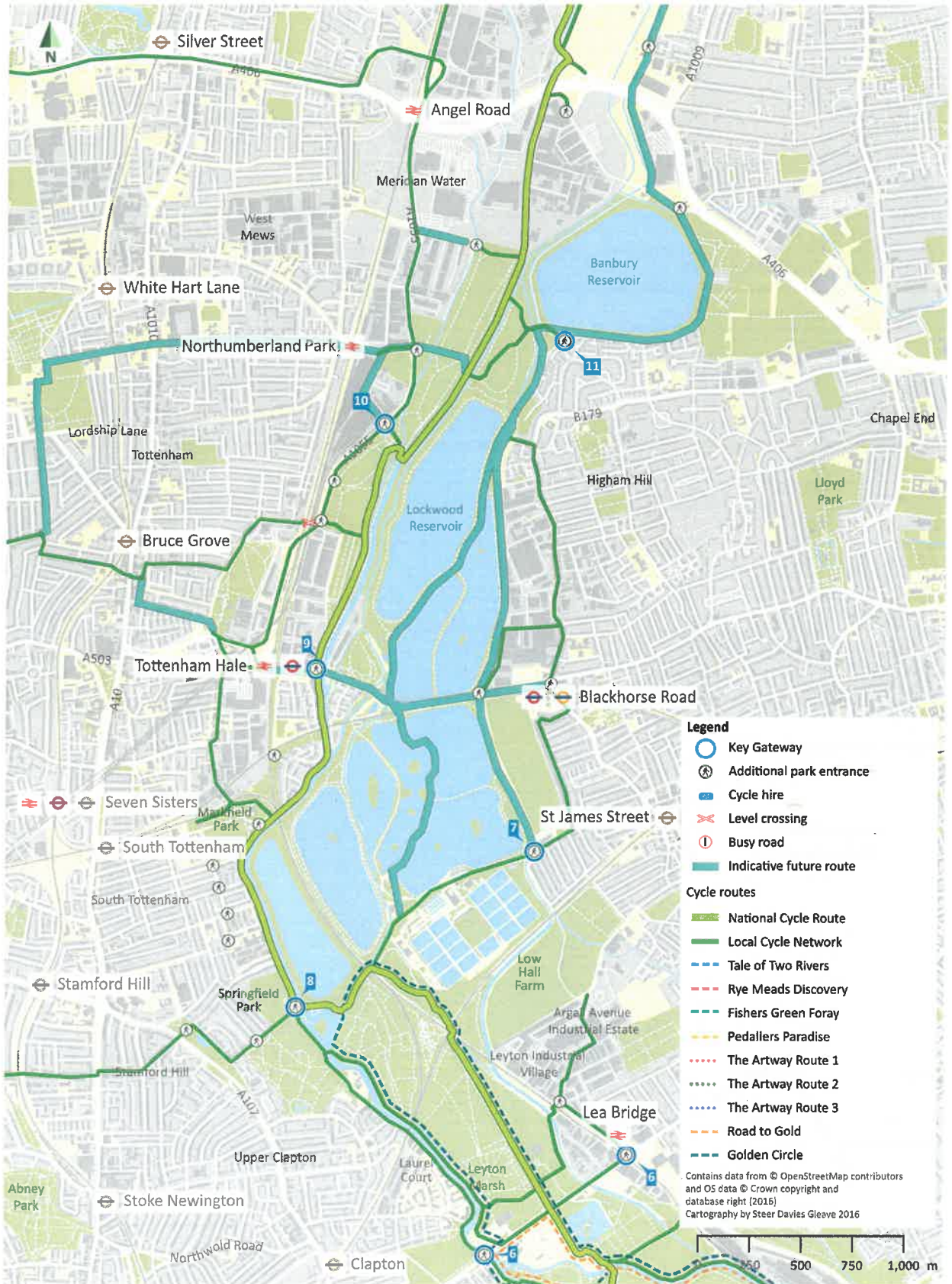
Appendix A: Cycle map of Lee Valley Regional Park

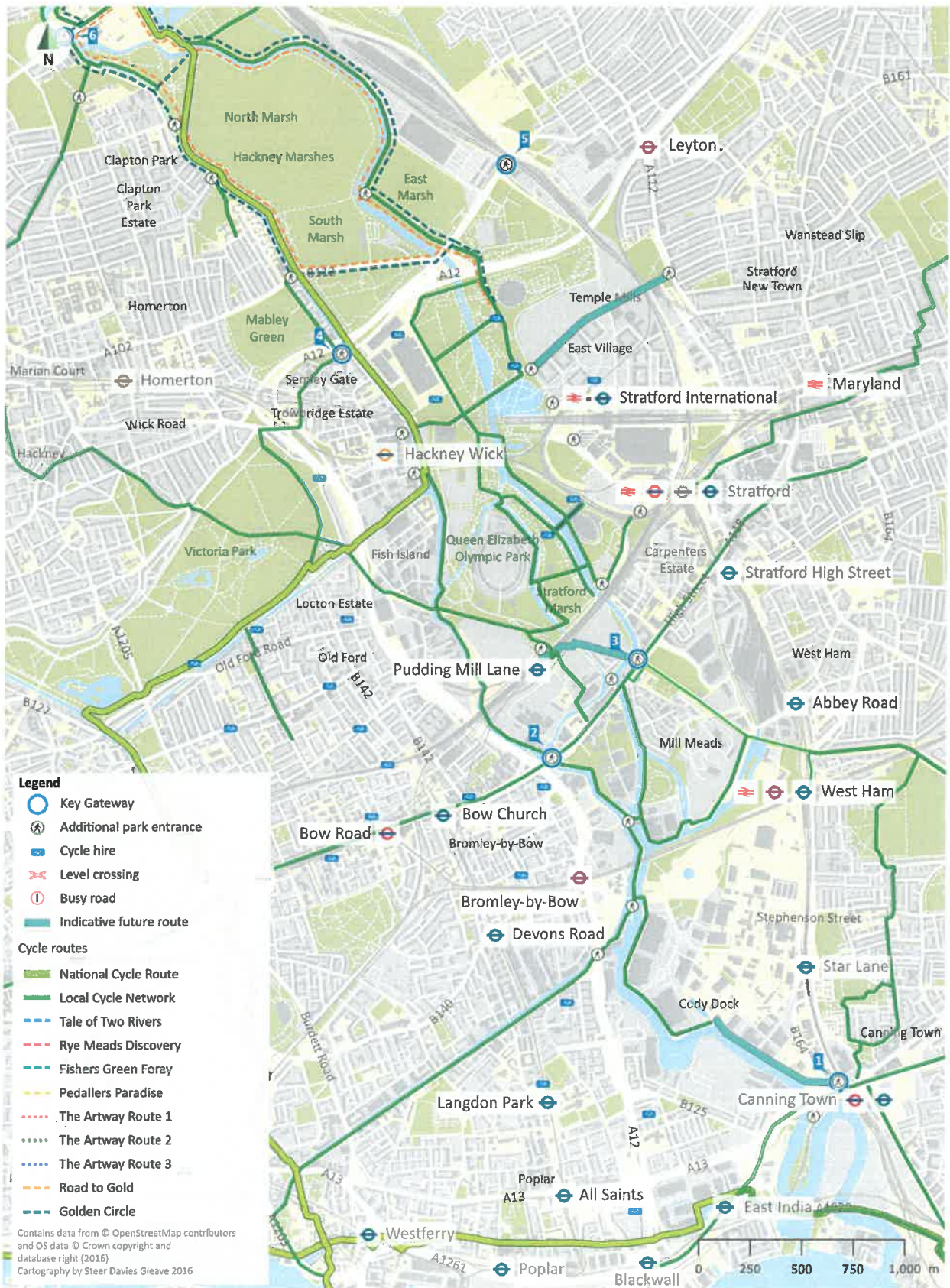












Prepared by:

Steer Davies Gleave
28-32 Upper Ground
London SE1 9PD
+44 20 7910 5000
www.steerdaviesgleave.com

Technical Support

We engaged the services of Steer Davies Gleave to co-ordinate and develop this cycling strategy.

 **steer davis gleave**

 **Lee Valley**
For nature, sport and discovery





LEE VALLEY REGIONAL PARK AUTHORITY
AUTHORITY MEETING
27 APRIL 2017 AT 14:00

Agenda Item No:

9

Report No:

A/4242/17

**PROPOSAL TO DISPOSE OF PART OF
ST PAUL'S FIELD SITE, NAZEING**

Presented by the Director of Corporate Services

SUMMARY

Members will be aware of the Land and Property Strategy adopted at the Authority meeting on 19 January 2017. As part of this Strategy the Land and Property Working Group, together with officers, have identified a number of sites for consideration for disposal deemed no longer required for Park purposes. The site at St Paul's Field was acquired as part of a larger site previously used as gravel workings, with this particular area subsequently landfilled. The site however is sufficiently contaminated by the landfill lying under its surface as to preclude its intended use as open space for the public to enjoy with the cost of remediation to enable this to be possible, prohibitive. Members are asked to declare part of the site as no longer required for Park purposes and therefore surplus to Authority requirements and authorise steps to be taken to dispose on the open market. The intention would be to use part of the capital receipt to enhance the retained part of the site to be used as open space for the public to enjoy, but this would be subject to a further report to Members on any future disposal and also subject to Secretary of State consent.

RECOMMENDATIONS

- Members Approve:
- (1) to declare the site shown hatched red on Appendix A as no longer required for Park purposes and surplus to Authority requirements;
 - (2) to market the site for disposal on the open market.

BACKGROUND

- 1 The site known as St Paul's Field was acquired as part of a larger 80ha site known as Nazeing Meads. The Nazeing Meads site was acquired in August 1984 from St Albans Sand and Gravel for £144,000 and is a former sand and gravel workings that was partly landfilled and partly left as open water.
- 2 The site at St Paul's Field is a landfilled area within the Green Belt which is contained in the appendix of sites considered by the Authority's environmental

consultants as part of the Contaminated Land Strategy process. The consultant's conclusion in the latest updated review of these sites in November 2014 is that St Paul's Field presents a moderate to low risk to the Authority based on its current use of being open space closed to the public. The extent of the contamination has meant that since its acquisition as part of the Nazeing Meads site the Authority has been precluded from opening up the site to the public on the grounds of health and safety, with the cost of remediating the site deemed over time to be prohibitive from existing resources.

- 3 The Land and Property Review Working Group has identified approximately 16ha (40 acres) of the St Paul's Field site adjacent to the privately owned nurseries and glasshouses as an area that is potentially surplus for Park purposes. The site identified is shown for indicative purposes hatched red on the attached plan at Appendix A to this report. This potentially surplus land presents an opportunity for disposal on the open market without outline planning consent for a capital receipt. The rationale behind the size and location of the site is that it is located adjacent to existing businesses which may be regarded as potential special purchasers and be willing to offer more than open market value should the site be marketed. A further reason is that the total area available for possible disposal allows the best opportunity to realise the desired capital receipt to support and adequately fund the proposed enhancement works on the retained land and for it to be used for Park purposes which currently is not a viable option.
- 4 It is envisaged that part of the capital receipt received from disposal of part of St Paul's Field that is surplus to requirements be recycled to enhance the 12ha (30 acres) of retained land and waterside area shown hatched green on Appendix A to this report, opening up the previously closed site to the public for their enjoyment. St Paul's Field offers a great opportunity to connect Nazeing Meads with Dobbs Weir and Glen Faba. This north south link will then allow the creation of circular walks plus offering a differing option to the towpath. Therefore the proposals are to create a wide green corridor allowing access to the wider open spaces and better and improved fishing opportunities.
- 5 The Park Plan (2000) includes a series of strategic policies which aim to protect the land and landscapes of the Regional Park for defined Park purposes. These include Policies L1-4 which aim to protect the openness of the Regional Park, safeguard the whole land resources and ensure that land is used in a manner 'that will best achieve the purpose of the Regional Park.' The adopted plan identifies St Paul's Field is within a Landscape Investment Area; this designation is retained in the draft Park Development Framework Area Proposals. The site sits within an area identified as suitable for the enjoyment of water sports and informal recreation in a waterside environment. Proposal 2.2(i) states: The Plan requires a programme of phased remediation to be undertaken to tackle dereliction and contamination throughout proposal area 2.2 to enable public use of the open space and leisure facilities to be provided. This would include the removal (or replacement) of derelict glasshouses and large scale de-contamination either side of Nursery Road and on St Paul's Field. In addition the adopted local plan identified the site as lying in the Green Belt.

ENVIRONMENTAL IMPLICATIONS

- 6 Given that the release of this site from the Authority's estate could result in significant development the local planning authority may request a Screening Opinion as part of the planning process to assess the extent of environmental

impacts.

FINANCIAL IMPLICATIONS

- 7 There are no financial implications arising directly from the recommendations in this report. Any capital receipt is planned to be recycled into enhancement of the retained land hatched green on the plan so as to open the site for the public to enjoy. All financial matters would be the subject of a separate report to Members should the site be marketed and terms agreed for disposal.

HUMAN RESOURCE IMPLICATIONS

- 8 There are no human resource implications arising directly from the recommendations in this report.

LEGAL IMPLICATIONS

- 9 There are legal implications arising directly from the recommendations in this report. The Authority is able to dispose of any area of land whether in whole or in part when it is no longer required for Park purposes. This must be a properly applied test under Section 21 of the Lee Valley Regional Park Act 1966 (the Park Act) and all of the facts should be taken into consideration when making a decision to dispose of land. If Members make this initial decision then officers will market the site and a report will come back to Members outlining any offers received and requesting a decision for disposal. Any disposal will require a formal Member decision under Section 21 of the Park Act and Members will again consider the circumstances at the time of that decision and subject to Member approval the Authority will also be required to obtain consent from the Secretary of State. Under Section 22 of the Park Act, the Authority is required to obtain approval for the use of any capital receipt obtained under Section 21 of the Park Act.

RISK MANAGEMENT IMPLICATIONS

- 10 There are risk management implications arising directly from the recommendations in this report. The site is a potential liability to the Authority as it is heavily contaminated and the reason it has not been possible on health and safety grounds to allow public access. Any disposal of the area hatched red in Appendix A to this report would reduce the Authority's potential liability in this respect.

EQUALITY IMPLICATIONS

- 11 There are no equality implications arising directly from the recommendations in this report.

Author: Nick Powell, 01992 709832; npowell@leevalleypark.org.uk

PREVIOUS COMMITTEE REPORTS

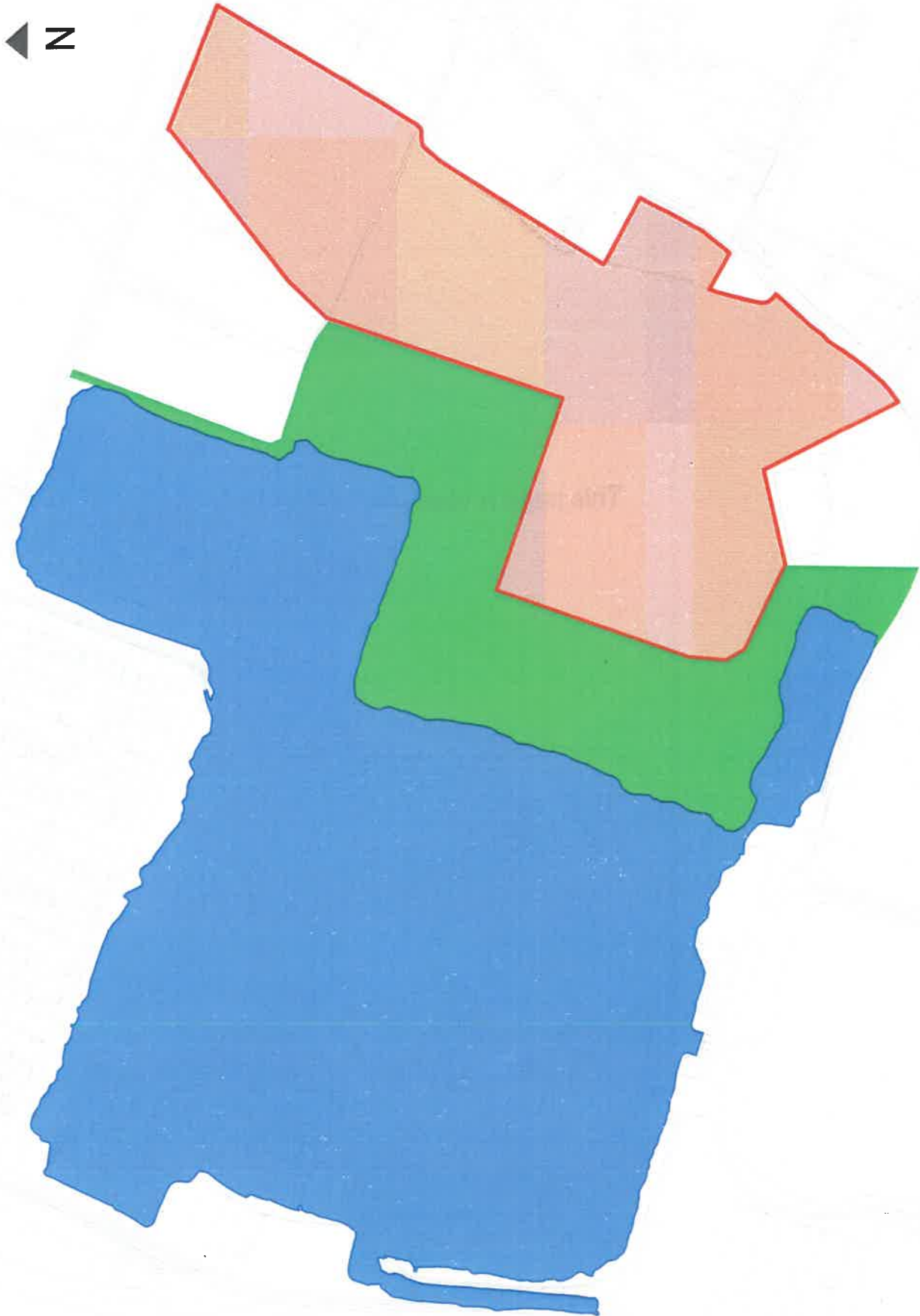
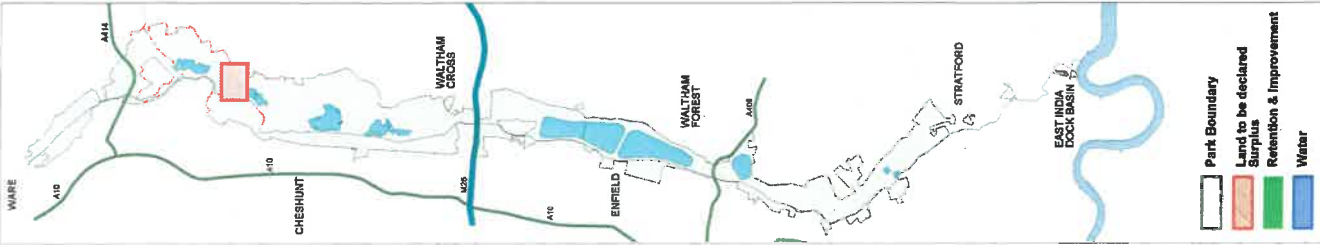
Authority A/4237/17 Draft Corporate Land and Property Strategy 19.1.2017

APPENDX ATTACHED

Appendix A Plan showing the land to be declared surplus hatched in red and the
land retained to be subject to enhancement hatched in green

LIST OF ABBREVIATIONS

the Park Act Lee Valley Regional Park Act 1966



Appendix A : Proposed for Disposal / Retention & Improvement

1:4500 @ A4
12.04.17

Produced by: Corporate GIS (SA)

© Crown Copyright and Database rights 2017. Ordnance Survey 100019982
T:\User Specific Files\Departmental Maps\Property\St Pauls Field\Print Templates\Committee map - Appendix A - v 5 (SA) A4 - 120417-PT



This page is blank