



**LEE VALLEY REGIONAL PARK AUTHORITY**

**SCRUTINY COMMITTEE**

**12 MARCH 2015 AT 12:00**

**Agenda Item No:**

**7**

**Report No:**

**S/31/15**

## **AUDIT OF PROVISION FOR CYCLISTS AND CYCLING**

Presented by the Head of Planning and Strategic Partnerships

### **SUMMARY**

Following agreement by the Executive Committee in December 2014 (Paper E/383/14) to a review of Cycling in the Regional Park this report includes the results of a short audit of provision and opportunities. This identifies several areas which can be used to inform discussion with stakeholders who will be invited to the next meeting of this Committee.

### **RECOMMENDATIONS**

Members Note: (1) the details of the audit.

### **BACKGROUND**

1 The Executive Committee agreed to a review of Cycling by the Scrutiny Committee in December 2014 (Paper E/383/14). The Committee agreed six lines of enquiry for the review identified as:

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

This report includes the results of a short audit.

## **ROUTE NETWORK**

- 2 From the Authorities Geographical Information System (GIS) a route network was identified throughout the Park. The Park contains one National Cycle Route (NCR 1) which for part of its route follows the Navigation and Lee Park Way. Routes are generally in a good condition and reflect recent investment by the Authority and partners such as the Canals and Rivers Trust.
- 3 The audit has identified that there is 81kms of off road routes throughout the Regional Park. An assessment of the network identifies the following:
  - The use of the towpath along the Navigation provides a useful central spine for cycling which benefits the western side of the Park.
  - Access along the eastern edge needs improving.
  - All routes are shared with pedestrians.
  - All venues are linked by off road cycling apart from Sewardstone campsite.
  - All venues have dedicated cycle parking facilities apart from the two marinas and campsites.
  - It is difficult to determine how routes north of the M25 link to surrounding communities because of the lack of publicly available data
  - Links to surrounding communities within London are generally good from the Queen Elizabeth Olympic Park northwards to the M25. Access will be further improved with the implementation of the Quietway 38 route across the northern end of Walthamstow Marshes and the Cycling Super Highway which will run along Lea Bridge Road connecting the three venues.
  - There are critical gaps in links to communities to Bow Creek and East India Dock Basin. However the development of the Lea Way (formerly known as the Fatwalk) will address this.
  - The route network along the Greenway, the Limehouse Cut and the Hertford Union canal extend access well away from the main body of the Park to communities in East Ham, the Thames Cycle path and those communities on the Regents Canal.
  - The Parks 'extension' along Daws Hill does not access Epping Forest.

## **CYCLE HIRE**

- 4 There are only two cycle hire facilities in the Regional Park at the Viewtube on the Greenway and at Broxbourne in a building leased by the Authority. These are not connected in a way allowing the transfer of bikes enabling one way bike trips.
- 5 Currently the Mayor's Cycle Scheme does not extend to the Regional Park. However officers are currently in discussion with Transport for London (TfL) re the extension of the scheme to include docking points at venues in the Queen Elizabeth Olympic Park and elsewhere in the London section of the Park.

## **CYCLING DEVELOPMENT**

- 6 The Authority's cycling development opportunities are centred on the VeloPark which offers 4 disciplines for track, cross country, BMX and road circuit. An extensive programme has been developed and linked to the Lottery Funding agreement required by Sport England. The ambitious programme focusses on

those groups who are not represented fully in the cycling community e.g. females, disabled and Black and Minority Ethnic groups. The programme includes school and colleges and includes club development, coach education, performance programmes and competitions.

- 7 In the first three quarters of 2014/15 since the VeloPark was opened 43,000 people have accessed the range of programmes. Although this figures is below target, officers constantly monitor and review all areas to deliver improved performance.

#### **ENVIRONMENTAL IMPLICATIONS**

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

#### **FINANCIAL IMPLICATIONS**

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

#### **LEGAL IMPLICATIONS**

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

#### **RISK MANAGEMENT IMPLICATIONS**

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

#### **EQUALITIES IMPLICATIONS**

- 12 The range of provision of the Authority's cycling development programme includes people identifies with 'protected characteristics'.

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#### **BACKGROUND REPORTS**

Plans will be presented during the Committee meeting

#### **PREVIOUS COMMITTEE REPORTS**

Scrutiny	S/20/14	Cycling Strategy	20/11/2014
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