



LEE VALLEY REGIONAL PARK AUTHORITY

EXECUTIVE COMMITTEE

28 APRIL 2016 AT 11:00

Agenda Item No:

5

Report No:

E/444/16

CYCLING STRATEGY

Presented by the Chairman of Scrutiny Committee

EXECUTIVE SUMMARY

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. The review has been completed and its findings included in the report attached as Annex A to this report.

An outcome of the review is that a cycling strategy should be developed which could be used to support bids for funding from external sources to secure investment in improved cycling facilities. A request for the release is included in the recommendation.

RECOMMENDATIONS

Members note: (1) the contents of the report; and

Members approve: (2) the allocation of £15,000 to fund a 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.
- 2 The review commenced with an audit of routes and cycling facilities. During June and September 2015 the 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 demonstrates 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 and CIL (Community Infrastructure Levy) contributions. The Scrutiny Committee advocated that a Cycling Strategy should be developed to secure funding to address these areas.

ENVIRONMENTAL IMPLICATIONS

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

FINANCIAL IMPLICATIONS

- 6 It is requested that £15,000 be released from the Park Development Framework capital monies to commission the development of a Cycling Strategy.

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

PREVIOUS COMMITTEE REPORTS

Scrutiny	S/29/14	Review of Cycling	20 November 2014
Scrutiny	S/31/15	Audit of Provision for Cyclists & Cycling	12 March 2015
Scrutiny	S/33/16	Review of Cycling	25 February 2016

ANNEX ATTACHED

Annex A Report to Scrutiny Committee S/33/16

LIST OF ABBREVIATIONS

TfL	Transport for London
CIL	Community Infrastructure Levy

 <p>LEE VALLEY REGIONAL PARK AUTHORITY</p> <p>SCRUTINY COMMITTEE</p> <p>25 FEBRUARY 2016 AT 13:30</p>	<p><u>Agenda Item No:</u></p> <p>5</p> <p><u>Report No:</u></p> <p>S/33/16</p>
---	--

REVIEW OF CYCLING

Presented by the Head of Planning and Strategic Partnerships

SUMMARY

This report summarises the Committee's review of cycling provision which has been completed. From the evidence collected it is apparent that whilst there is good route provision throughout the Park links to the riparian boroughs could be improved. Most bodies 'called in' for the review manage programmes of cycle training and engagement. There is an absence of a comprehensive cycle hire system. Officers are currently exploring how these matters can be addressed.

The provision of new routes and facilities for cycle hire would require external funding. The development of a strategy for the Regional Park would provide a clear statement of aspiration consistent with the Committee's intent for this review. It would also support the preparation of bids for external funding for additional routes or facilities. It is recommended that the Committee refer the report to the Executive Committee with a recommendation to commission a cycling strategy. The Review's terms of reference are included in Appendix A to this report.

RECOMMENDATIONS

- Members Note: (1) the contents of this report;
- Members approve: (2) referral of the report to the Executive Committee at its meeting in the next cycle.

BACKGROUND

- 1 In November 2014 the Committee agreed to a study being made of cycling in the Regional Park (Minute 94). An audit of cycling provision (Paper S/31/15) identified that the extent and distribution of cycling routes throughout the Regional Park was generally very good, although there was a need for additional cycle hire facilities. Gaps in routes included the Lower Lee Valley extending south from Queen Elizabeth Olympic Park (QEOP) and it was unclear how routes extended from the Park to surrounding communities in Hertfordshire and Essex.
- 2 During two subsequent meetings in June and September 2015 the Committee

heard speakers from Sustrans, Transport for London (TfL), Canal & River Trust (C&RT), the London Cycling Campaign, the London Boroughs of Enfield and Waltham Forest, Hertfordshire County Council, the Authority's Sports Development team and Vibrant Partnerships (the Trust).

- 3 Following the September meeting the Chairman requested that for the next meeting a report be written to capture all the information from the previous meetings and looking at the possibility of further joint working with schools, cycle hubs and hire, signage and mapping, joining up routes, segregation of pedestrians from cycle routes and the possibility of a workshop with other bodies (Minute 110).

SUMMARY OF FINDINGS DRAWN FROM THE REVIEW

- 4 The review has indicated the following:

Induction and training for new and late consumer cyclists

There are a large number of initiatives focused on entry level and cycle training for all ages to encourage participation. They include those managed by Sustrans who visit schools, and Hertfordshire County Council who manage a school cycle referral scheme and organise a range of events including the annual 'Fete du Velo'. The Authority's Sports Development team and the Trust run a whole series of events to encourage cycling at Lee Valley VeloPark linked to the 5 year sports development plan. The team recently secured a c£200,000 Sport England grant for 5 years to fund a 'Go Ride' coach to support schools and community groups. The output from works needs to be analysed before other initiatives are developed.

5 Cycle hubs and hire

The audit identified the lack of opportunities for hire. Although there are 2 hire companies operating in the Regional Park they are not co-ordinated. A good opportunity for additional hire facilities is afforded by the Trust's venues across the Park. However it is clear that this has resource and operational management issues even if external suppliers were procured.

6 Joining up routes

Whilst the route network through the Regional Park allows good access to most venues there is potential for more east-west links from the Park to other areas. Other gaps include a lack of cycle routes south of QEOP to the Thames and into Hertfordshire. Whilst the former are currently being addressed through the work of the London Legacy Development Corporation (LLDC) in the creation of the Lea River Park, the other area in Hertfordshire is now the subject of a joint project between officers from the Authority and the County involving the identification of routes using the existing network. Whilst all the Authority's venues are connected together by cycling routes Sewardstone campsite remains unconnected and investment would be necessary to address this.

- 7 Both the London Boroughs of Waltham Forest and Enfield were successful in securing £60m between them from TfL for a range of schemes which include cycle 'superhighways' and the creation of 'Mini-Holland zones'. Some of these schemes such as the 'superhighway' along Lea Bridge Road can be used to improve access by bike to venues and parklands throughout the Regional Park.

8 Signage and Mapping

There is considerable scope to improve signage and mapping and develop

mobile apps to support this process. Last year the Authority identified 10 new routes through the River Lee Country Park on existing cycle/shared routes, but there is scope for considerably more work in this area working with TfL and the highway authorities. An officer team met recently from the two counties and the Authority to explore this matter in the north of the Regional Park. Further work on digital mapping could be developed.

9 Segregation of pedestrians from cycling routes

It would seem that conflict between users is largely confined to the towpath. Resolution of this matter lies with the C&RT who are aware of the Authority's views on this matter. However there is the perception that there is a problem and the Committee heard from C&RT over its 'Share the Space' campaign which tries to encourage mutual respect between all users of the towpath. The Authority has not in the last year received any complaints of conflict between pedal cyclists with other users.

NEXT STEPS

- 10 Officers from the Authority are already working with partner bodies to address many of the areas identified by this review. However the provision of additional routes linked to strengthening connections across the Regional Park and taking pressure off the towpath which provides the central spine for cycling would require investment in new routes. This could only be achieved through securing external funding from third parties.
- 11 Although since the last meeting of the Committee a workshop has not been held, advice has been sought from several partners on the best way to access potential funding streams. These could include monies from TfL or by working with the county highway authorities and the Department of Transport's Local Sustainability fund. It has been suggested that the Authority needs a cycling strategy required to articulate its aspirations and delivery; this would support bids. A proposal to this effect which would require the strategy to be completed during the next financial year is included in the recommendations.

ENVIRONMENTAL IMPLICATIONS

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

FINANCIAL IMPLICATIONS

- 13 If the strategy is commissioned monies at a cost of £15,000 would be taken from the capital budget for the Park Development Framework for 2016-17.

HUMAN RESOURCE IMPLICATIONS

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

LEGAL IMPLICATIONS

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

RISK MANAGEMENT IMPLICATIONS

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

EQUALITY IMPLICATIONS

- 17 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 Committee	S/31/15	Audit of Provision for Cyclists and Cycling	12 March 2015
Scrutiny Committee	S/29/14	Review of Cycling	20 November 2014

APPENDIX ATTACHED

Appendix A Terms of reference

LIST OF ABBREVIATIONS

QEOP	Queen Elizabeth Olympic Park
C&RT	Canal & River Trust
the Trust	Vibrant Partnerships (Lee Valley Leisure Trust)
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**