

Action Plan Review, November 2015

A: Creating safer and more legible routes

Core Targets

- Decrease the pedal cycle KSI casualty rate (per billion passenger kilometres) by 5% by 2020 and 10% by 2026 (from a 2013 base)
- Decrease the cycle KSI casualty rate each year

<u>Delivering Change</u>	<u>Key Performance Indicators (KPIs)</u>	<u>Progress</u>	<u>Indicative Costs</u>	<u>Next Stage</u>	<u>Comments</u>
<u>Action A1:</u> The Council will work with the Mayor's office, TfL and neighbouring authorities towards the implementation of a Central London Cycling Grid. A core network will be delivered by May 2016,	Percentage of Westminster Cycle Grid network completed. Monitor Annually Targets: 50% by 2016, 100% by 2020	The total length of the proposed London Cycle Grid network in the City of Westminster is approximately 50 km. The Mayor of London and TfL have asked the City Council to implement 11 Quietway routes with a total length of approximately 25 km by the end of 2016. The City Council has already consulted on 5 routes with a total length of approximately 9 km and due to complete consultation on the remainder of the 2016 network by January 2016.	Approximate budget of £31M for the 2016 cycle grid (25km) of Quietways on the City Council's roads plus the cost of designing the three Cycle Superhighways and implementing mitigating measures of approximately £2M.	Continue to take routes to public consultation, and seek Cabinet Member approval to construct in 2016/2017 following the outcome of public consultation. Based upon current progress, approximately 25 km should be implemented by 31 December 2016, depending on the outcome of consultation.	In addition to development of Quietways on the Central London Cycle Grid, the Council is working with TfL to support the implementation of Cycle Superhighways. Site Monitoring of TfL's construction of the East West Cycle Superhighway is taking place, and the Council is supporting the development of feasible proposals for Cycle Superhighway 5, and Cycle Superhighway 11.
<u>Action A2:</u> Outside of this network, other improvements to enhance connectivity and safety will also be developed. This will include links from the Cycle Grid to key destinations such as railway stations, shopping areas and schools.	Increase the number of cyclists using newly created routes each year Monitor Annually	A plan has been produced identifying opportunities to improve permeability for cycling. Existing one way streets have been prioritised for undertaking feasibility work to assess their suitability for two way cycling.	Approximately £130,00 in 2015/2016	Seek Cabinet Member approval to undertake design feasibility before implementation programmed in 2016/2017	-
<u>Action A3:</u> The Council will work in partnership with the Royal Parks to improve access points to cycle routes in the Royal Parks from the highway, whilst being aware of the need to limit conflict between pedestrians and cyclists.	N/A	Through the development of safer and more legible routes for cycling, coordination is occurring between the Council and The Royal Parks and regular meetings have been set up to progress design feasibility.	As part of Central London Cycle Grid	Continue coordination to produce feasible designs for improving access points into the parks, particularly Green Park, Hyde Park and Kensington Gardens (as part of the Central London Cycle Grid and the East West Cycle Superhighway) and The Regent's Park (as part of Cycle Superhighway 11)	The closure of Spur Road and Constitution Hill during changing of the guard at Buckingham Palace has implications for cyclists travelling close to it between 11:30 and 12:30.
<u>Action A4:</u> The Council will work in partnership with TfL as part of their Better Junctions Review to make improvements for cyclists and other road users.	N/A	The Council is working in partnership with TfL, to support the delivery of the Central London Cycle Grid and its crossings of the TLRN road network, at locations including Edgware Road and Marylebone Road	As part of Central London Cycle Grid	Continue to work in partnership with TfL, to support design development of better junctions at locations including Marble Arch, Lambeth North Roundabout and Great Portland Street/Euston Road junction.	TfL is expected to consult on proposals for Lambeth Bridge Roundabout North later in 2015. The Cabinet Member for Parking and Sustainability and the Cabinet Member for City Management and Customer Services will both have an interest in the scheme.
<u>Action A5:</u> Junctions and stretches of road on Westminster's highway network where there have been a high number of cyclist casualties will be identified at least on an annual basis and reviewed with a view to developing solutions where this would help to prevent future accidents.	N/A	The City Council reviews road traffic accident annually and looks to prioritise safety improvement schemes at locations where there is the greatest number of vulnerable road user casualties. Outside of this programme many of the identified locations are being addressed through the Better Junctions Review, Central London Cycle Grid and other public realm schemes where the provision for cyclists is considered.	Generally met by TfL through its investment in Cycling and through the Local Implementation Plan (LIP) funding.	-	-
<u>Action A6:</u> The needs of cyclists will continue to be taken into account in the design of all transport and public realm schemes. Features that benefit cyclists will	N/A	Council officers and our scheme designers have attended training hosted by TfL to raise awareness of, and share knowledge about, the new London Cycle Design	Dependent on individual scheme budget	-	-

be integrated where feasible.		Standards (issued in 2015). This has been taken into account in the development of proposed public realm improvements.			
<u>Action A7:</u> The Council will continue to keep the evidence in relation to 20 mph zones under review, however at present does not propose their introduction.	N/A	The Council continues to keep the evidence in relation to 20mph zones under review and will be monitoring the success of schemes in neighbouring boroughs together with a cross London trial of nine roads that TfL have initiated in 2015/16.	Dependent on funding available from TfL to progress the Walking Strategy and individual schemes	The Council's draft Walking Strategy, which addresses the issue of 20 mph zones, will be subject to public consultation later this year. This will seek the views of stakeholders regarding support for 20mph zones / limits on Westminster's roads.	The Royal Parks is considering the introduction of a 20 mph speed limit within Regent's Park associated with Cycle Superhighway 11.
<u>Action A8:</u> The Council will support the use of freight consolidation, including cargo cycles, as a way of reducing and managing levels of LGV and HGV traffic on Westminster's roads, and therefore improving cycle safety.	N/A	The Council continues to support Freight Consolidation Schemes at local and sub-regional levels. There is good work being undertaken by our BIDs and landowners and the launch of the West End Partnership Delivery Programme in June this year will build on this work.	Dependent on individual projects and private sector funding	For 2015/16 onwards the West End Partnership will promote this area of work further with its landowner, developer and TfL partners.	-
<u>Action A9:</u> The Council will develop an appropriate maintenance regime to tackle any defects on Cycle Grid routes. Where road works are necessary, care will be taken to ensure that these sites and any diversions are safe for cyclists.	N/A	-	Dependent on funding available from TfL and Council's own maintenance budgets	-	The City Council is keen to ensure that cyclists have good provision maintained during work along cycle routes and that is one reason for wanting a more dense London Cycle Grid to provide alternative routes during works.
<u>Action A10:</u> The Council will update its Code of Construction Practice (CoCP) to include cycle safety considerations.	N/A	The Council's Code of Construction Practice (CoCP) has been revised to include a range of cycle safety provisions/equipment for all HGVs over 3.5 tonnes used in the construction process. It promotes a number of courses including Safer Urban Driving (SUD), Safe and Fuel Efficient Driving (SAFED) and membership of the Fleet Operator Recognition Scheme (FORS).	Cost of developing the CoCP will be met from existing budgets. Implementation and monitoring will be largely self-funding.	The revised CoCP will be consulted on by the end of the calendar year.	-

B : Improving road user interaction, education and enforcement

Core Target

- Decrease the pedal cycle 'slight' casualty rate (per billion passenger kilometres) by 5% by 2020 and 10% by 2026 (from a 2013 base)

<u>Delivering Change</u>	<u>Key Performance Indicators (KPIs)</u>	<u>Progress</u>	<u>Indicative Costs (2015/16)</u>	<u>Next Stage</u>	<u>Comments</u>
<u>Action B1:</u> Free City Cycling Courses will continue to be offered to any adult who lives, works or studies in Westminster and this offer will be promoted widely.	N/A	On-going with publicity through a partner website 2WheelsLondon directed specifically to commuter cyclists through business engagement.	£80,000	Evaluate the partnership agreement with a view to continue alongside in house publicity/communications.	Publicity has been increased through improved communication with schools and through the BIDs. We have already trained 500 individuals this year and are on target for a substantial increase over last year
<u>Action B2:</u> Free City Cycling Courses will be promoted to Westminster schools and offered to any pupil, teacher and or parent who requests it.	Number of cycle training courses delivered Target: TBC; dependant on funding allocated, but with the aim of at least 500 children and 650 adults trained each year.	On course to exceed the child training figures however near capacity for school term dates Adults associated with school courses not counted outside all adult training figures	£65,000	Push the uptake in secondary schools who travel to/from schools primarily on public transport as it is free. Need to find a "hook" to sell the freedom to ride philosophy	-
<u>Action B3:</u> Cycle training will be targeted at groups involved in higher proportions of accidents, such as young men and Westminster residents, and will promote consideration for pedestrians and other road users.	N/A	Direct engagement with existing cyclists (target group) Cycle Station events has signed up 130 riders to our City Cycling Courses. Videos marketing the courses have been produced. Leaflets and posters in all our libraries and bike shops	Refer to B1	Continue and expand the Cycle Station offering and potential for another short video if budgets allow.	Sign-ups are up compared to last financial year.
<u>Action B4:</u> The Council will continue to work with TfL to deliver driver training programmes, aimed at HGV and LGV	Driver training courses delivered Target: TBC; dependant	Council contracts require this for appropriate vehicle drivers and new contracts are beginning to deliver new	£13,000	Create a database of companies and drivers involved to use for regular promotional/publicity materials	-

drivers, with a practical on-cycle training element	on funding allocated	drivers for training			
<u>Action B5:</u> When renewing Council contracts that involve the use of vehicles in Westminster, the Council will only use contractors who have the appropriate equipment fitted to their HGVs and whose drivers have been trained in Safer Urban Driving, including a practical on-cycle element. The Council will also support the London Safer Lorries Scheme promoted by TfL.	N/A	In the two years up to October 2014, our term highways and lighting provider FM Conway undertook a major retrofit programme to fit safety equipment to its fleet of HGVs, including the latest cycle-safe technology such as side sensors, cameras and improved mirrors. All vehicles were fully compliant with the London Safer Lorry Scheme by 1 September 2015 which requires side guards to be fitted to vehicles over 3.5 tonnes as well as safety mirrors. In 2014, the company was the first in the country to be awarded the new ISO 39001 road safety accreditation, secured RoSPA and FORS Gold Awards and reduced accidents across the business by 60 per cent. FM Conway will be introducing their new low entry cab grab lorry very shortly. This new state of the art vehicle has been designed to improve visibility to cyclists and to continue FMC's commitment to overall cycle safety.	N/A	-	-
<u>Action B6:</u> The Council will lobby the Police and TfL (through the Cycle Task Force) to dedicate increased resources to enforcement activities and publicity on this.	Number of cyclists and motorists reported going through red lights / not obeying Highways Act Target: Monitor Annually N.B In strategy this KPI was under Section C.	-	Dependent on TfL and Police resources.	-	-
<u>Action B7:</u> The Council will work with TfL and neighbouring boroughs to develop a series of campaigns aimed at encouraging people to look out for one another and to share the road safely and considerately, whatever their mode.	N/A	Tri-borough talks about safer cycling and the Quietways ongoing. Strategy to use TfL publicity material distributed through the BIDs and local businesses.	£5,000 allocated within general road safety publicity budget.	Confirm strategy, times and message through the boroughs Communication Departments.	-
C. Facilitating bicycle ownership/access and parking					
Core Targets:					
<ul style="list-style-type: none"> Increase the percentage of cycling trips to work made by residents from 5% in 2013/14 to 7% by 2025/26 					
<u>Delivering Change</u>	<u>Key Performance Indicators (KPIs)</u>	<u>Progress</u>	<u>Indicative Costs</u>	<u>Next Stage</u>	<u>Comments</u>
<u>Action C1:</u> The Council will work with City West Homes (CWH) to install more secure cycle parking facilities in the Council's housing estates.	N/A	In 2014/15 the City Council installed bike hangars and shelters at 5 estates across the City. The programme for 2015/16 is for the installation (subject to approval) of bike hangars, cycle cages or Sheffield cycle stands across 11 residential estates within the City of Westminster (both CWH and Peabody Estate).	£200,000 in 2014/15 and 2015/16	-	-
<u>Action C2:</u> A toolkit will be put together for those living in privately owned or rented flats to help get cycle parking installed in their premises. Incentive schemes will also be considered.	N/A	Too early to start this just yet.	TBD	-	-
<u>Action C3:</u> The Council will gauge interest from residents in having access to a cycle hangar, and if there is demand, trial these	Number of on street parking stands delivered per year	To date all bike hangars have been installed on estates, but increasingly there is demand for these facilities on street. IN	TBD	Once criteria is approved by the Cabinet Member for Sustainability and Parking we will potentially work with the Queen's Park	-

on-street subject to certain criteria being met.	Target: TBC; dependant on funding but with the aim of approximately 200 stands/cycle hoops per year	particular the Queen's Park Community Council has expressed interest to have bike hangars on the carriageway in their area. We are considering their request and are developing a criteria for these.		Community Council to trial these bike hangars on street.	
<u>Action C4:</u> Partnership working with Westminster businesses will encourage them to install cycle parking for employees within their buildings, possibly through the use of incentive schemes.	N/A	Working with TfLs Business Engagement Team to roll this out.	Installation and parking funded by TfL. Any planning permissions needed to be funded by the workplace.	-	-
<u>Action C5:</u> The Council will collaborate with companies such as H2 Clubs who wish to set up public off street secure cycle parking facilities in areas of high cycle parking demand.	N/A	We are in discussions with the Baker St BID and TfL with regards the possibility of a "Bike Hub" with up to 500 spaces at the Robert Adam Street Car Park.	TBD	On-going	There is some question around a hub at this location and whether there is sufficient demand locally. We will insist that the BID commissions a feasibility study before committing any more of our resources.
<u>Action C6:</u> School sites will be evaluated to investigate the feasibility of cycle parking provision, on site in the first instance, or otherwise on street in the vicinity of the school.	As per school request to the TfL Cycle Parking Programme	TfL accredited schools can apply for cycle parking supplied by TfL but if planning permission is required the school has to obtain it (usually funded from LIP funding).	Installation and parking funded by TfL. Planning permission process funded from LIP funding.	Applications are open this year until 23 rd December 2015.	Bike It Plus and cycle trained schools targeted for additional parking.
<u>Action C7:</u> Cycle parking audits of the West End, District Shopping Centres and other key destinations such as leisure centres, libraries, health centres and universities will be carried out. Locations for further stands will be sought and implemented in areas of high demand, or new stands where none currently exist.	N/A	We complete an annual audit of the demand for cycle parking in the three most central wards (Marylebone High Street, St James's and West End) to determine where we need to focus our annual on-street cycle parking programme. Each financial year we look to install 100 cycle stands and at least 50 cycle hoops.	£85,000 2014/15; £94,000 2015/16	-	-
<u>Action C8:</u> The Council will work with Network Rail to identify opportunities to improve cycle parking at and near their stations.	N/A	We have been working with Network Rail and Chiltern Railways since 2011 to increase the cycle parking provision at stations. There is now significant provision at Marylebone and Paddington this year 32 stands were installed on the external forecourt at Victoria.	Costs met by TfL and Network Rail	-	-
<u>Action C9:</u> Cycle parking data will be offered for use by third party app developers.	N/A	Too early to start this just yet.	TBD	To be looked at as part of the 2016/17 Programme.	It will be a question of offering "open data" to third party developers if there is any interest.
<u>Action C10:</u> Abandoned bicycles will be removed by the Council to free up space for others. The process by which these bicycles are refurbished and reused will be reviewed.	Number of bicycles abandoned and how those unclaimed are distributed. Monitor Annually	Westminster currently collects approximately 30 abandoned bikes per month. No regular reports on the exact numbers are received.	TBD	A scheme that will see abandoned bikes used in a community bike building project is being developed. The most likely venue is Westminster Academy and we are in discussions with them that should lead to the project starting up in the new year.	-
<u>Action C11:</u> The Council will help the Met Police to promote cycle security advice and bike marking events in order to help cut bike theft. The Council will encourage the police to dedicate increased resource to tackling bike theft.	Number of bicycles stolen Target: a year on year reduction in % of bikes stolen as a proportion of cycling trips made originating in Westminster	The Police regularly attend our Cycle Station Events to offer bike marking. This year over 500 bikes have been marked at these events.	-	Continue and expand on this successful programme.	The Police have informed us that the total bikes marked in Westminster between our events and the standalone events they run is 1300, up from 202 last year
<u>Action C12:</u> A bike loan scheme will be trialled in a number of pilot areas of Westminster.	N/A	A successful pilot has been run at the Beethoven Centre with extremely positive feedback. Users were chosen by the centre so as to target this resource effectively at those who could best get the health benefits.	£10,000 (2015/16 LIP)	Three more schemes are scheduled to run at Beethoven and another location TBC via CWH. A total of 28 places have been provided.	The per-user costs are high but the scheme has had to equip itself with a set of 10 bikes that are used for the loans. These are returned to our contractor and the participants are given the chance to purchase new bikes at a discount (amount based on attendance). Future iterations will have a

					lower per user cost as we now own the bikes. This scheme was set up with £20k 2014/15 LIP. The £10k is yet to be spent this year so more places can be provided.
<u>Action C13:</u> On street cycle safety checks will be run by the Council and cycle maintenance classes organised. The installation of on street bike pumps will be trialled and the locations of repair facilities or shops highlighted on apps that are developed.	Number of cycle safety checks delivered Target: TBC; dependent on funding	Safety checks are offered at the Cycle Station (490 serviced this year). There are also standalone Dr. Bike at sites throughout the City (1,615 serviced) Cycle maintenance classes being carried out with youth groups and adults.	£9,000	Co-ordination with the Police Exchanging Places programme needed to maximise efficiency including the use of the cycle station for training promotion.	-
<u>Action C14:</u> TfL will be encouraged to expand the cycle hire area to cover the rest of Westminster, given the potential for cycling trips in this area.	Number of cycle hire journeys made originating in Westminster Monitor Annually	We are currently working with TfL to intensify the network in the central zone area and provide additional sites in the north-west of the City. TfL propose to submit planning applications for these sites before the end of the financial year.	TDB but dependent on TfL and private sector funding.	-	-
<u>D. Raising awareness and participation in cycling</u>					
Core Targets:					
<ul style="list-style-type: none"> • Increase the percentage of pupils travelling to Westminster schools by bicycle to 15% by 2025/26 • Increase the percentage of cycling trips originating in Westminster made by Londoners from 3% in 2013/14 to 7% by 2025/26 					
<u>Delivering Change</u>	<u>Key Performance Indicators (KPIs)</u>	<u>Progress</u>	<u>Indicative Costs</u>	<u>Next Stage</u>	<u>Comments</u>
<u>Action D1:</u> The Council's cycling web pages will be revised and kept up to date.	Number of website visits Target: Approximately 1,000 cycling website visits per month	The cycling pages have been updated and their structure improved. The site has been promoted widely and in the period November 2014 to September 2015 we have had 10,642 "hits" so we are well on track to achieve the 1,000 hits/month targeted.	Costs met from existing budgets.	Continue to monitor, promote and update.	A success. The site is now a useful and flexible platform for the promotion of our services, consultations and a source of information about cycling in the City of Westminster for our residents.
<u>Action D2:</u> A cycling toolkit will be launched as part of a wider social media strategy to help promote cycling in Westminster.	N/A	This went live in November 2014 and since then has had 538 hits	TDB	Continue to monitor, promote and update.	-
<u>Action D3:</u> Regular led rides will be organised for a range of abilities and target groups.	Increase the participation in led rides Target: TBC depending on funding allocated. Aim is to have at least 10 rides every year.	New ride themes have been created and reviews of bookings uptake undergone.	£5,000	Review booking and confirmation procedures to reduce fall off rate and consider charging for this not as a service but an event to keep bookings stable.	-
<u>Action D4:</u> Regular events will be organised to tie in with key events such as Bike Week.	N/A	Participated with a series of Dr Bike cycle checks in the Royal Parks through a partner organiser. Annual.	TDB	Plan more events for next year	-
<u>Action D5:</u> An incentive scheme will be launched to encourage people to cycle more frequently. An output from this will identify popular cycle routes and potential improvements.	Increase cycle levels for underrepresented groups Target: To broaden demographic of people Cycling.	A smartphone app and website is being developed in conjunction with Public Health aimed at increasing the activity level of people with sedentary lifestyles. It promotes all types of activity but there is a focus on cycling as an easy way of getting your recommended 30 mins a day.	£40,000 (£10,000 of 2014/15 LIP and £30,000 of Public Health money).	We hope to be running a short trial at WCC by the end of the year with a full rollout to staff to follow.	If successful, this scheme will be offered to Tri-Borough Public Health for a full rollout with prizes/incentives to be sourced as promotional opportunities that BID connected businesses can access.
<u>Action D6:</u> The cycling toolkit will also be promoted through Council and residents association newsletters, in libraries and sports centres.	N/A	We have taken out pages in The Reporter and posters and fliers have been distributed to Libraries and Bike shops and some GP surgeries.	A small portion of the Marketing budget. Refer to B3	-	-
<u>Action D7:</u> The Council will encourage all schools in Westminster to develop school travel plans and identify measures which could encourage more children, parents and	Increase the percentage of pupils travelling to Westminster schools by bicycle to 15% by	Cycling target currently at 3% (based on 51 schools out of 90)	No cost implication apart from literature and resources from	Bike It Plus programme will help with increase of school children mode of travel. Gaining 100% of schools with travel plans will give a complete picture on cycling figures.	Bike It Plus Officer on available until academic year 16/17.

teachers to cycle to school.	2025/26 Target: 15% by 2026 Percentage of schools with a Transport for London accredited Travel Plan in place. Target: 50% by March 2015 – met as currently at 57% and working toward the next target of 75% by December 2015 and then 100% by December 2016	Target exceeded	allocated school travel plan LIP allocation of £10,000 LIP allocation per annum	Work with partner departments such as Healthy Schools Partnership, Public Health, Sports Team and Parking Services Delivery to have more schools join the school travel plan programme.	As it is now compulsory for children to stay in full time education until 18 years old, the number of education establishments may increase as may have to include FE colleges, 6 TH Form colleges, universities (1 st year students) and other education establishments. Awaiting confirmation from TfL Education and Training.
<u>Action D8:</u> The Council will develop a business engagement programme to link up with those run by TfL.	N/A	Working with TfLs Business Engagement Team.	-	-	-
<u>Action D9:</u> Working in partnership with the Council's public health and sports and leisure units, the Council will establish a network of 'Physical Activity Champions' through the 'Active Communities' programme, who are able to assess and refer individuals to appropriate activity programmes (such as cycling).	Resident surveys to measure attitudes towards Cycling Target: TBC	Not started this yet	TDB	-	-