

# Cycling in Ealing

## 2014/2015

EALING COUNCIL



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# 1. Introduction

Ealing Council proudly continues to support and develop its cycling initiative on its roads and open spaces. Ealing has demonstrated its commitment to cycling by continuing to increase its investment and delivering award winning cycling schemes. Our goal has always been simple: to encourage cycling as a normal part of everyday life, where every cyclist can feel safe and comfortable on the road. We have worked hard targeting all areas of the borough to promote mass participation, regardless of demographics and we have seen the number of cyclists in our borough grow year on year.

Here are our some of the major achievements in the past year:

1. Securing a Transport for London (TfL) award of £150,000 to further develop our Mini Holland proposals for Ealing Town Centre.
2. The completion of London's first ever Danish style cycle friendly roundabout in Acton
3. A successful comprehensive cycle/lorry collision trial leading to the roll out of the system on all of our fleet.
4. A three mile upgrade of towpath, providing a new off-road cycle route in Southall
5. Completion of the North Acton Cycle Hub

This report provides an overview of the status of cycling in Ealing. It illustrates the current trends, improvements and investments in cycling and it also provides updates on recent projects and programmes and what people can expect to see in the following year.



## 2. Cycling in Numbers

Our understanding of cycling numbers in Ealing has improved both in accuracy and reliability due to the Council's substantial, recent investment in improved measuring tools to record and analyse this data.

There are new cycle counters both on-road and off-road and these surveys and reports confidently confirm that cycling in Ealing is on the rise.



Acton High Street- Corridor 1a

### How many people cycle in Ealing?

Comprehensive annual journey surveys show that cycling in Ealing is growing. Average figures show a 1.1% increase in cycle-mode share from 1.6% (2006/7 to 2008/9) to 2.7% (2010/11 to 2012/2013). This represents 17,280 cycle trips per day<sup>1</sup> and this is illustrated in graphs 2.1 and 2.2.

A significant proportion of the population have access to a bike, but very few of these people are regular cyclists. Car journeys represented 42.4% of all trips compared to 2.7% by bike (2010/11 to 2012/2013). However, bike ownership

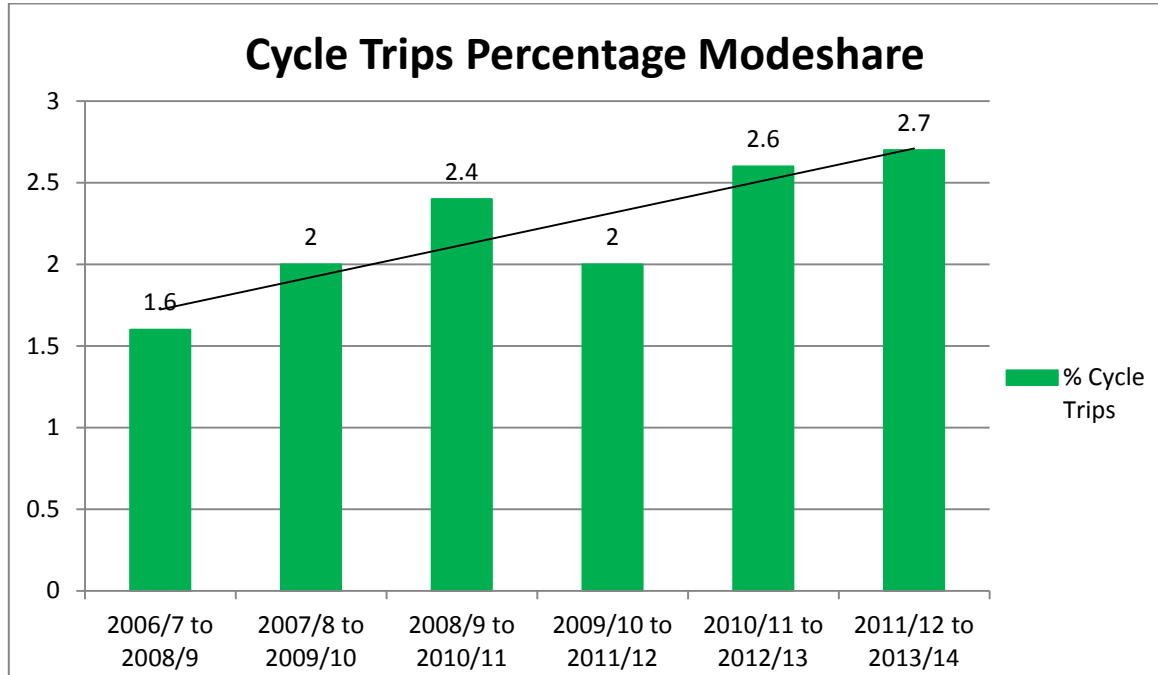
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<sup>1</sup> London Travel Demand Survey TfL

(49% of households) is almost as high as car ownership (58.4% of households) in Greater London.<sup>2</sup>

Car ownership in Ealing has fallen between 2001 and 2011 by the proportion of households. Despite this decrease in percentage, the actual number of cars owned by residents in the borough has only reduced fractionally (from 80,651 in 2001 to 80,235 in 2011), this is explained by the increased number of households, many of which do not own cars.<sup>3</sup>

Graph 2.1



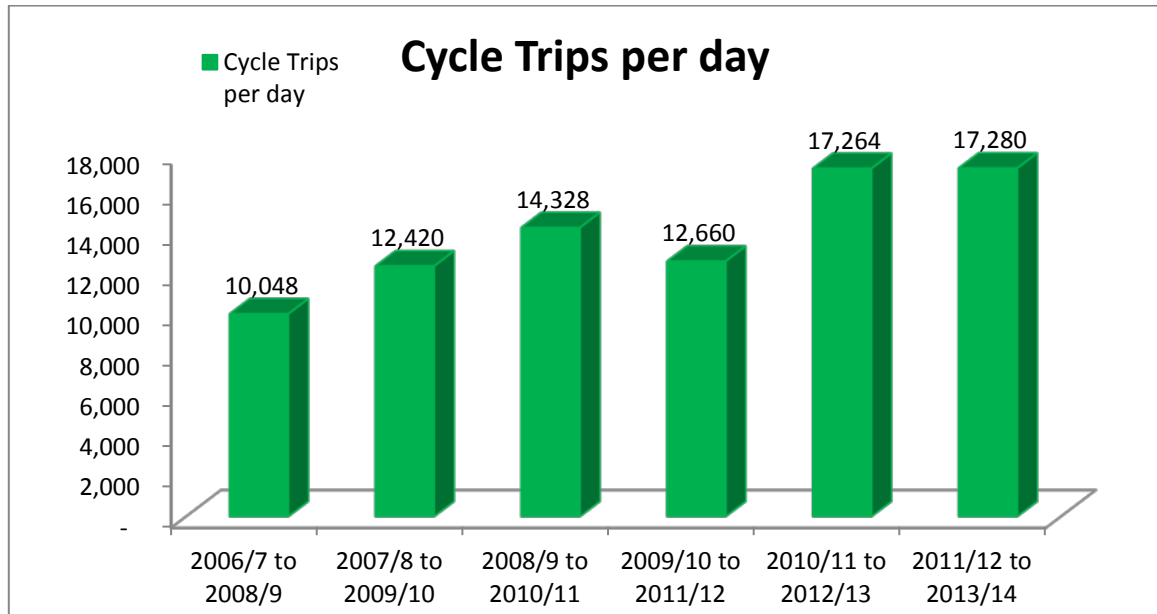
Source: London Travel Demand Survey TfL

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<sup>2</sup> ICM 2011- Office for National Statistics, Census, 2011

<sup>3</sup> Office for National Statistics, Census, 2011

Graph 2.2



Source: London Travel Demand Survey TfL

## Cycle Counters

Ealing Council has been operating cycle counters since 2010 at seven locations. In the past year we have added six further permanent counters (see map 1) to help monitor the number of cyclists in Ealing. The data represents approximately a 28% increase in annual cyclists during the course of one year, see table 2.1.<sup>4</sup> In 2013 Ealing Council spent £15,000 to install additional permanent counters along Uxbridge Road. Now with 11 permanent counters in on-street and off-street locations we are confident in improving our records for collecting this data.

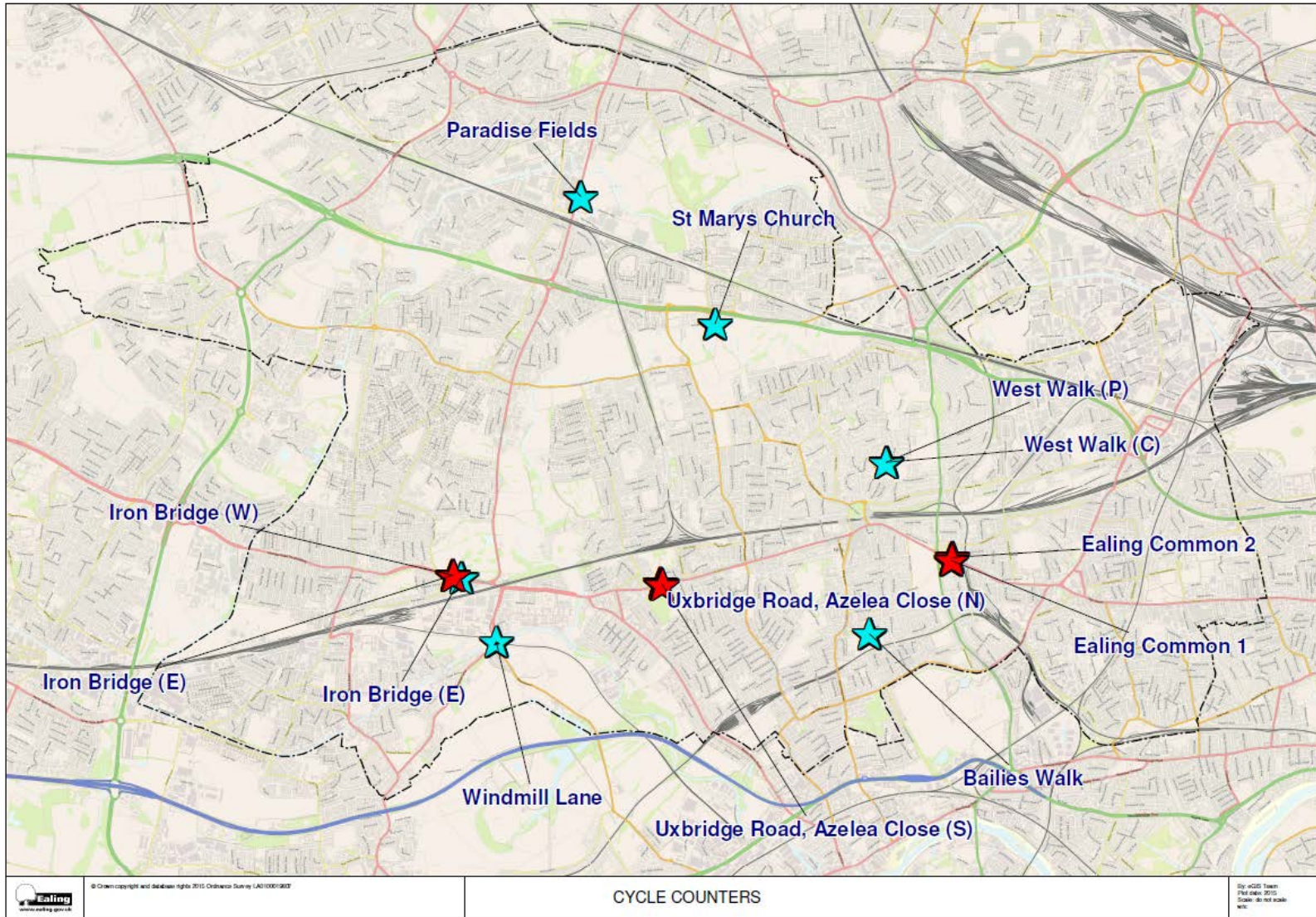
Table 2.1

Total Cycle Counts	
2012	53,006
2014	68,088
<b>Increase</b>	<b>15,082</b>

Source: Metro Count, annual reports

<sup>4</sup> Metro Count, annual reports.





Map 1

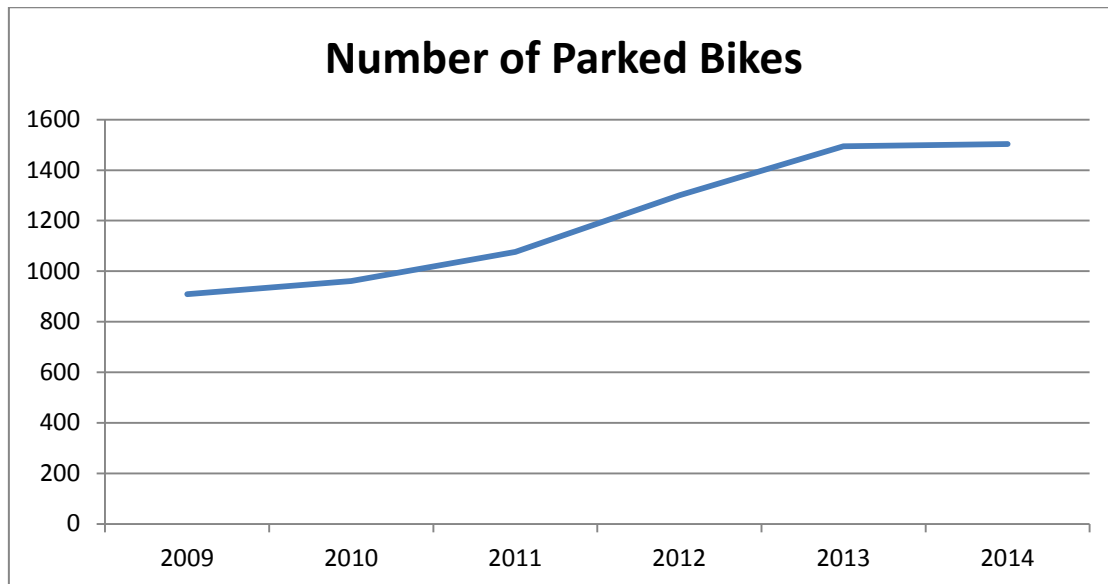


## Cycle Parking

London Cycle Campaign was appointed by Ealing Council to undertake our first comprehensive, borough-wide Cycle Parking Audit in over 10 years. The audit highlighted that Ealing currently has a capacity for 3,759 bicycles to be parked on cycle stands in publicly accessible places. These spaces are conveniently distributed throughout the borough at numerous locations including stations and town centres. By spring 2015 Ealing Council will be uploading an interactive cycle parking website, allowing residents and visitors to Ealing to easily locate the closest cycle parking facility for their desired location. Approximately 180 additional cycle parking spaces are to be implemented by April 2015.

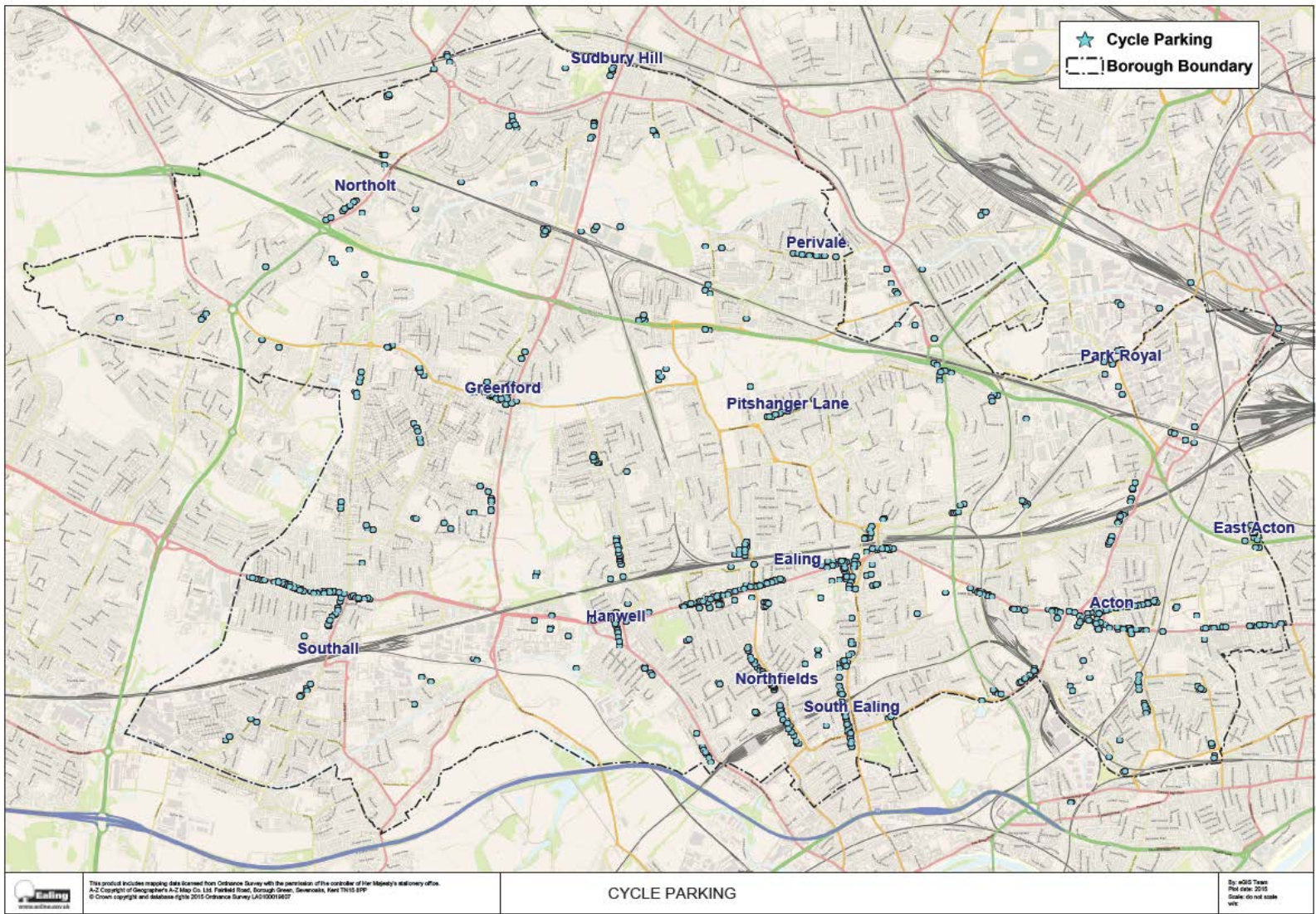
## Parked Bicycle Counts

Graph 2.3



Source: Ealing Council 2014

Ealing Council also counts parked bicycles at specific locations in the borough regularly. The trend emerging from this data shows a 64% increase in the number of parked bikes from 2009 to 2013. However, as graph 3.2 highlights, in the past 12 months these numbers have started to plateau. The data shows that the supply of cycle parking is now nearing full capacity and that there is a need for a significant increase in capacity to accommodate the rising demand. These figures are taken as part of a study whereby parked bicycles are counted at set locations every year during the same month, providing a snapshot of cycling activities in Ealing.



Map 2:

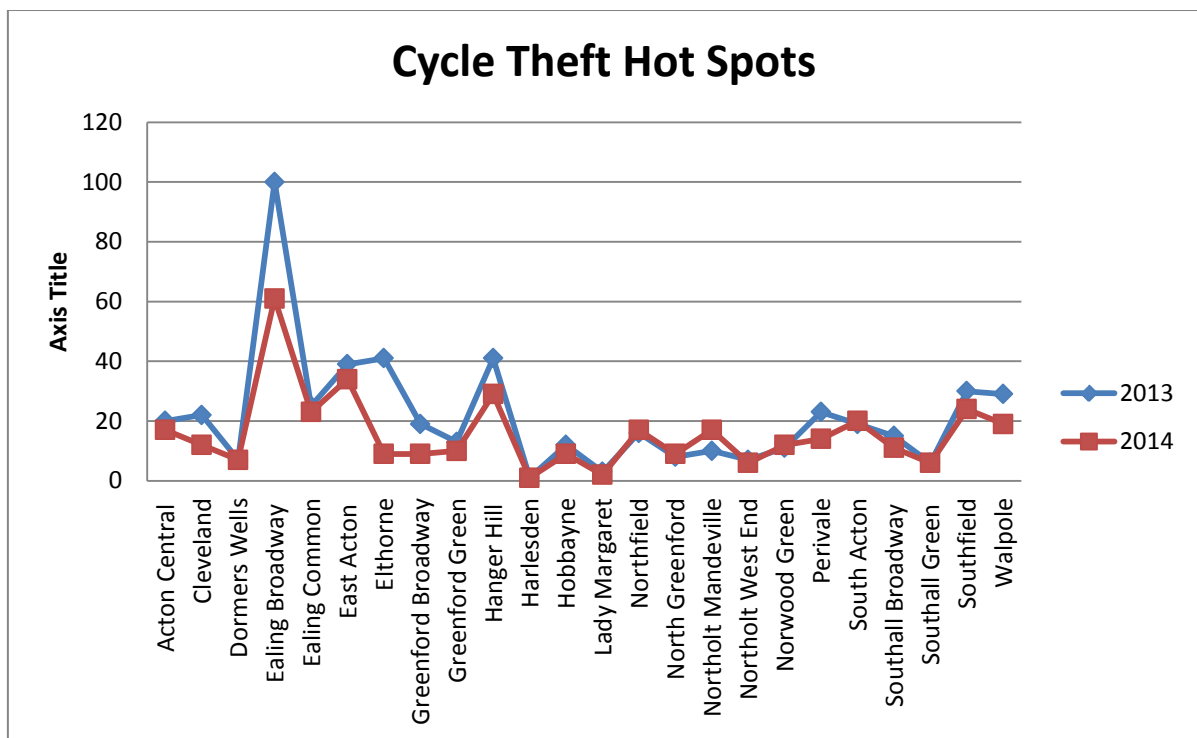
Source: Ealing Council 2015

## Cycle Theft

Unfortunately around 20,000 bikes are reported stolen in London each year<sup>5</sup>. Too many thieves think that cycle theft is a low-risk, high-reward crime. However, thanks to initiatives by the Metropolitan Police and the Council in conjunction with local bike shops, Ealing has started to see a decrease in cycle theft numbers. For example last year bike thefts were reported to be down by nearly 27% from 2013. In terms of the numbers of thefts, this represents 378 cycle thefts in 2014 compared to 517 in 2013.

Compared to other London boroughs, Ealing is the fourth lowest in terms of cycle thefts across London. The current hot spot for cycle theft in Ealing is Ealing Broadway. The introduction of a safe and secure cycle hub in Ealing Broadway has decreased the number of thefts from 100 to 61 compared to 2013.

Graph 2.5



Source: Metropolitan Police 2014

<sup>5</sup> TfL 2014 <https://www.tfl.gov.uk/modes/cycling/cycling-in-london/avoid-theft>

## **Discounted Cycle Lock Scheme**

Despite there being a reported fall in cycle theft levels on the year before (down 5%), the Police revealed that a shocking 90% of all bike theft involved a cable lock and that poor quality and cheap locks were a primary target for thieves.

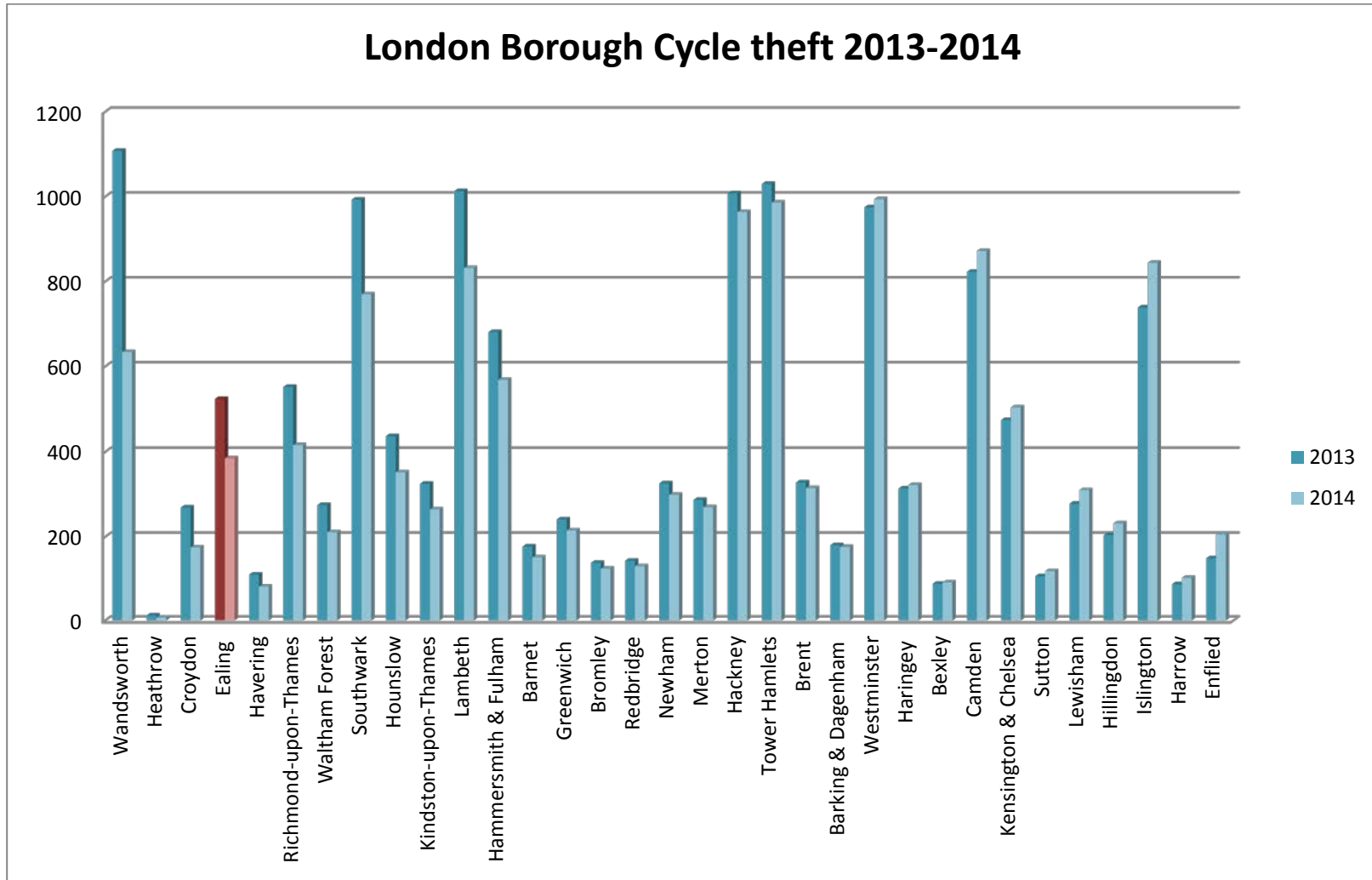
Ealing Council decided to address this problem directly. Working with the Borough's six cycle shops, the Council ran a four month trial of a unique discounted bike lock offer. Every new Silver Rating D Lock or equivalent lock sold costing £30 plus was subsidised by £20.

In only four months between early November 2013 and March 2014, all 400 subsidised bike locks were completely sold out.

Since the subsidised bike locks have been rolled out throughout the Borough, there has been a noticeable drop in the visibility of poor quality cable locks. At Ealing Broadway Station, the site of the highest levels of cycle theft in the Borough, the counted level of cable locks dropped from 88 to 41 after the trial period.

Reported theft levels in the last twelve months across the Borough have seen a drop of 27%, particularly in the prime hotspots around Ealing Broadway Station where cycle theft levels have fallen by 32% since July 2012.

## London Borough Cycle theft 2013-2014



Graph 2.4

Source: Metropolitan Police 2014



### 3. Ealing Cycling Goals

Ealing Council is committed to making cycling better and safer. The goal is to get more people cycling and to encourage existing cyclists to make even more of their journeys by bike.

**Ealing Council's corporate priorities** set for 2014-2018 directly support cycling initiatives in the following themes:

Priority 2: A safer borough

Priority 3: A healthier borough

Priority 4: A cleaner borough

The Ealing **Local Implementation Plan Transport Delivery 2014-17 (LIP)** has eight policy objectives which focus on road safety, sustainable travel, smoothing traffic flow, quality of life, healthy travel, accessibility, principal road condition and reduced contribution to climate change. These objectives are consistent with the **Mayor's Transport Strategy, West London Sub-Regional Transport Plan** as well as Ealing's corporate priorities (above).

All LIP objectives are relevant to cycling in some form, they are as follows:

- Improve road safety and reduce road danger on the borough transport network for all users, in particular pedestrians, cyclists and motorcyclists
- Increase sustainable travel capacity and key links in the borough
- Smooth the flow of traffic and improve journey time reliability for all road-users, particularly bus passengers, cyclists and pedestrians
- Improve quality of life for residents, businesses and visitors to the borough, protecting and enhancing the urban and natural environment
- Promote healthy travel behaviour through a shift to more walking and cycling

- Improve the quality of and access to Ealing's main town centres, neighbourhood centres and regeneration areas for all, including those with reduced mobility
- Improve the condition (surfacing) of principal roads within the borough for the benefit of all road users
- Reduce Ealing's contribution to climate change through transport-related CO<sub>2</sub> emissions [and improve resilience to climate change]

Both the LIP and this report continue and enhance the approach set out in the Ealing Council **Cycling Strategy 2010-2016**. The document, published in 2010, sets out a vision for cycling in Ealing, as well as objectives to:

1. Increase modal share of cycling to 5% by 2026
2. Reduce rate of Killed or Seriously Injured cycle casualties by 30% by 2026
3. Halve the number of stolen cycles per trip by 2016

Ealing Council has made excellent progress against the objectives set in the Cycling Strategy. The 2026 rate-based target for cycle casualties has already been exceeded in 2013 and 2014. Furthermore, if current trends continue, the targets for cycling modal share and cycle theft will also be exceeded early (see table 3.1).

Table 3.1

Indicator	Base year	Baseline value	Latest year	Latest Values and Targets		Progress
Modal share of cycling	2006/7 to 2008/9	1.6% trips	2011/12 to 2013/14	<b>2.7% trips</b>	<b>Actual</b>	<b>On course to exceed 2026 target</b>
				2% trips	Projected	
			2026	5% trips	Target	
Cycle casualties (KSI rate)	2009	1/300,000 KSI/cyclist trips	2013/14	<b>1/700,151</b> KSI/cyclist trips	<b>Actual</b>	<b>Targets exceeded</b>
				1/330,000 KSI/cyclist trips	Targets	
			2026	1/440,000 KSI/cyclist trips		
Reduce cycle theft	2010	632 theft	2014	<b>378 theft</b>	<b>Actual</b>	<b>On course to exceed 2016 target</b>

## 4. Funding and Investment in Ealing

The Council obtains most of its transport funding from TfL through the LIP and in 2014/15 this totalled £4,648,000. Improvements for cycling are a consideration in all transport schemes in Ealing.

The Corridors and Neighbourhoods (CANs) approach to transport capital projects in the Ealing LIP 2014-17 is area-based and combines different types of schemes within the same location. All schemes aim to deliver benefits across for all transport modes including road safety and walking as well as cycling. Concentrations of traffic collisions were used as one of the criteria to define the corridor and neighbourhood projects. The Council has used the CANs approach since April 2010 for planning, design and delivery of transport schemes.

The LIP 2014-17 also has projects that fall under Supporting Measures/Smarter Travel for projects that may not be tied to individual localities (such as school travel and cycle training) as well as principal road maintenance. Very large, multi-year projects are funded through the TfL Major Schemes allocation. Current projects within this funding stream consist of Ealing Broadway Interchange, Sudbury Village (in partnership with Harrow and Brent Councils) and Southall Broadway. The 2014/15 budget for Major Schemes in Ealing is £1,106,000. In addition, Ealing has also secured funding via the Crossrail Complementary Measures fund (£7,300,000) and the Mini-Holland initiative (initially £150,000).

A full description of all LIP projects outlined above together with funding to 2016/17 is provided in the Ealing LIP 2014-17.

### Borough Cycling Programme

Ealing Council has successfully been awarded over £600,000 funding over three years from 2014/15 to 2016/17 under the Transport for London Borough Cycling Programme (BCP) to deliver further enhancement, promotion and safety initiatives for cycling, such as cycle training, cycle parking, cycle strategies, safer urban driver courses and Bike It. This funding follows an initial first year BCP allocation of £461,750 in 2013/14, which was spent on cycle parking, safer cycling/lorries, monitoring (Uxbridge Road corridor and lorries), Cycle to School Partnership plus School Cycle Hubs in Southall and Northolt.

The current BCP budget contains **£213,000** in 2014/15 for the component cycling measures listed in table 4.1.

Table 4.1

<b>BCP Project 2014/2015</b>	<b>£</b>
<b>Cycle Parking</b> - Station parking - 100 spaces - On-street parking - 50 spaces - Station parking - North Acton - Bike Bunkers – 15 units - Residential lockers – 8 units - Bike Hangers - 2 units - Subsidised bike locks	50,000
<b>Cycle Training/ Safer Urban Driver Training</b> - Training for adults and children (£35,000) - Safer Urban Driver Training (£4,000)	39,000
<b>Safer lorries and VANS- Shield Technology</b>	20,000
<b>Monitoring</b> (Parking Audit/ Additional Cycle counters and analysis)	28,000
<b>Borough Cycling Report</b>	1,000
<b>Cycle to School Partnership</b>	6,000
<b>Bike IT initiative</b>	34,000
<b>Staff Resources</b>	35,000
<b>Total</b>	<b>213,000</b>

The Council also obtains funding for transport improvements from new development planning applications. In 2013/14 this funding totalled around £3,000,000, a proportion of which will be spent on cycling enhancements close to the developments concerned.



## Cycle Safety Lorry Trial

A trial of the most comprehensive cycle/lorry collision package in the UK was developed and piloted by Ealing. This involved a new system fitted to Lorries designed to warn drivers of a collision with cyclists/pedestrians/motorcyclists while filtering out other objects to eliminate false alarms. The system showed marked improvements in safety for cyclists during a 6 month trial with 15 near misses avoided and a significant 20% improvement in driver behaviour. There were also cash fuel savings of £1,000 per vehicle per year, due to less aggressive acceleration and breaking.

As a result, Ealing Council is now in discussions with its two main contractors, Murrill Construction and Amey, to roll the system out across its whole fleet.

## 5. Mini Holland

The Council was recently awarded £150,000 from TfL to further develop its Mini Holland proposals for Ealing Town Centre. This will include detailed designs focussed on the Uxbridge Road with subsequent investment in footways, road surface and general urban realm as well specific measures to enhance the cycling experience. Subject to further funding being made available from TfL, the initial set of Mini Holland measures will be delivered in summer 2015 with the full scheme ready for summer 2016.

## 6. Quietways

Quietways are less busy routes that are recommended for cyclists. The routes will be selected to form a network that serves popular destinations such as schools, town centres and stations and often run in parallel with main roads. However, Quietways will have less traffic and fewer larger vehicles, for instance lorries, so are less intimidating for cyclists to use. Going forward many of these routes will also have a 20mph speed limit. Also these back streets selected as Quietways may well offer quicker journey times for cyclists as there tend to be fewer traffic signals on these types of road.

The Quietway network could also include new off-road greenway routes through parks and alongside canals and rivers to be used for recreation and family enjoyment, building on and expanding the existing network.

The following possible routes have been identified as a first phase of Quietways. Subject to funding and public/stakeholder consultation the aim is to deliver as many as possible by 2016 and beyond.

- North Circular at Hanger lane (LB Ealing) to Kew Bridge (LB Hounslow)
- Ealing to Southall
- Ealing to Harrow town centre (LB Harrow) via Sudbury (LB Brent)
- Southall to Grand Union Canal
- East Acton (LB Hammersmith & Fulham) to Chiswick (LB Ealing)
- Acton Central to Ealing
- From the proposed Superhighway at Western Avenue (A40) to Ealing
- Ealing to Hayes
- Ealing to Acton Green

In addition, Ealing want to add the Ealing Broadway to Harrow town centre (Harrow) via Sudbury (Brent) route to the Quietways programme and this is currently under consideration by TfL.

The Quietways initiative is designed to largely consist of a series of discrete and usually small measures. An advantage of this approach will be that Quietways will be relatively quick and low-cost to deliver (from on-street road markings and signage to the removal of chicanes). Additionally, due to the nature of the roads selected impacts on pedestrians and general traffic will be minimal.

Subject to TfL funding, there may also be a few larger interventions such as the crossing of railway lines or major roads and the remodelling of certain town centres, which would otherwise leave large gaps in the network.

## 7. Schools

Schools have a key role to play by enabling and encouraging the next generations of cyclists and Ealing schools to receive considerable support to promote cycling.

The aim of the Council's School Travel Plan programme is to encourage pupils to travel to school safely by using sustainable and healthy modes of transport.

This programme promotes the use of several initiatives (including cycling) to discourage cars on the school run, increase safety around school gates and promote the safety, health and environmental benefits of both walking and cycling to school. Clearly road safety issues need to be fully addressed as an integral part of the School Travel Plans to satisfy parental concerns.

### Biking Schools

Biking Schools is an inclusive and intensive cycling education programme designed to reach the whole school community, raise awareness of cycling and increase cycling levels. Pupils participate in age appropriate cycle training, games, skills and competitions. Parents and teachers are encouraged to get involved with watching sessions, family bike rides, bike loans and bike swaps.



Biking Schools programme 2014

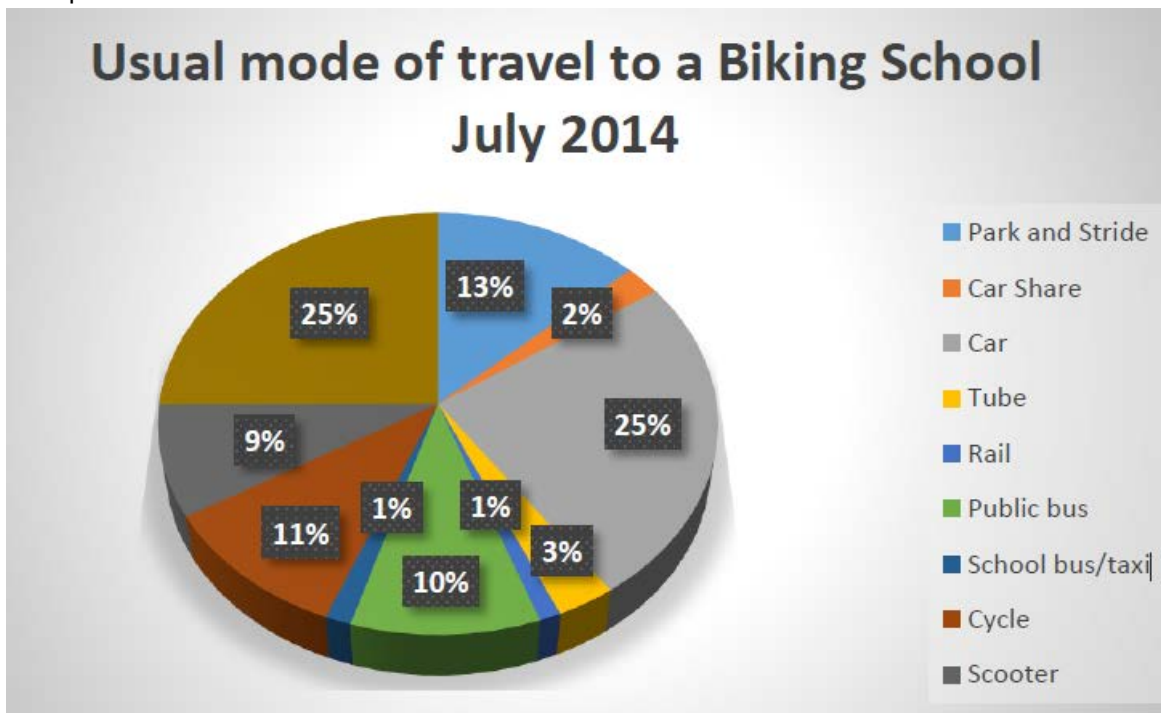


The overall Biking Schools programme engaged with 1,684 pupils training 1,209 pupils in Bikeability or age equivalent cycle training. The Bikeability Level 3 introduction was achieved by 95% of years 7, 8 and 9 (ages 11 to 14). Level 2 Bikeability with years 5 and 6 (ages 9 to 11) resulted in 95% pass rate with only one student unable to cycle.

Having pupils being able to ride a bike was an important outcome from the programme and at the end of the year 88% of all pupils trained could ride a bike.

Cycling as a mode of travel has increased from the pilot baseline of 2% to 11% regular cyclists. This equates to approximately 19,000 bicycle journeys across the years programme, just riding to and from school. Cycling as a mode of travel has increased from the pilot baseline of 2% to 11% of pupils who are regular cyclists.

Graph 7.1



Source: Ealing Council 2014

The great achievements of the Biking Schools programme were recognised at the London Transport Awards 2014 where the programme received a Highly Commended Award in the Excellence in Cycling category.

Bike Swap won the Award for Cycling at the Modeshift National Transport Awards 2014.

## Sustrans Bike It +

Bike It+ is a programme that aims to increase levels of school pupils cycling. This is achieved through tailored assistance and activities designed to meet each school's needs and create a pro-cycling culture.

This September 2014 five new schools started to receive intensive support from a dedicated Bike It Officer – John Perryn Primary, East Acton Primary, West Acton Primary, King Fahad Academy and Southfields Primary. Acton High School is also receiving intensive support and is acting as the 'hub' for the other schools. Activities to encourage more children to cycle or scoot to school so far this academic year have included Dr Bike sessions, Biker Breakfasts, Bling Your Bike (and scooter) and a visit to the BMX track in Hammersmith. The numbers of pupils participating in these events bodes well for the future.

Numbers for the six intensive schools during the 2014/15 academic year;

- **6** Biker Breakfasts held
- **36** other cycle related events
- **265** bikes / scooters counted in bike sheds (based on highest number counted at each school)

Schools who previously received intensive support move to less hands on support but continue to be engaged.

All these schools are now being encouraged to sign up to join in the Sustrans Big Pedal at the start of March 2015. Not only will the Ealing schools be eligible to participate in the national competition but there will also be local Ealing prizes for the schools with the best results.

The Ealing 'Supported at a Distance' schools (formerly intensively supported).

- Dormers Wells Junior school
- Downe Manor Primary school
- Wood End Academy
- Ravenor Primary school
- Northolt High School
- Wolfields Primary
- Blair Peach Primary

- St Raphael Primary
- Clifton Primary
- Horseden Primary

The Bike It + Scheme is instrumental to help to reduce car use on the school run and to provide children and young people with cycling skills for life.



Bike Shed at East Acton on 'Bling Your Bike Day'

## 8. Cycling in 2014

During the 2014 year Ealing Council is proud to have successfully organised many initiatives, events and completed many projects to support and solve problems plus improve conditions for cycling.

### Projects

Selected completed projects in 2014 include:

- North Acton Cycle Hub – The new hub includes secure bike racks, new lighting and CCTV for added security (more details below)
- Grand Union Canal towpath enhancement with the Canal and River Trust
- Corridor 1a Acton section – included traffic calming, widened cycle lanes plus a ‘Danish style’ cycle friendly roundabout at Steyne Road/High Street, Acton
- Corridor 3 Acton north-south - widened cycle lanes, traffic calming and cycle stands
- Corridor 8 Greenford town centre – provision of a Toucan crossing for cyclists plus more cycle parking
- Neighbourhood 25 Bollo Lane/South Parade – introduction of traffic calming with 20mph speed limit and additional cycle stands



Corridor 1a- Acton 2014

In addition, the Southall Broadway Boulevard is now substantially complete. This ambitious scheme aims to assist cyclists by the introduction of a 20mph speed limit, additional contraflow cycle routes off the Boulevard plus more cycle parking within the town center. The scheme will be fully completed by spring 2015.

### North Acton Cycle Hub

North Acton's cycle hub opened on Friday 21<sup>st</sup> November 2014 for commuters to use.

The new hub includes secure bike racks, new lighting and CCTV for added security. The shelters also include secure cycle parking for approximately 50 bikes.

The cycle hub is a huge improvement on existing facilities and is another step in the Council's programme to make Ealing more cycle friendly and reduce the number of journeys made by car.



The design has been carefully planned to meet the needs of the cyclists. Planters and landscaping have also been included within the shelters to help preserve and enhance the look of the area surrounding the station.

As one of TfL's 'Biking Boroughs', Ealing Council is focused on creating a local culture of cycling. The council secured £150,000 from TfL in 2014 towards delivering the hub. This factored in the works to help facilitate the future Station Square project, a community space for the growing neighborhood. The creation of this facility is part of the council's Cycling Strategy which aims to encourage more people to take to take up cycling as their regular mode of transport.



North Action Cycle Hub

## Initiatives

Ealing Council's award winning Direct Support for Cycling (DSC) programme<sup>6</sup> is delivered by Cycle Training UK (CTUK) on behalf of the Council. The Council invests over £200,000 annually in the programme which involves intensive training and support for cyclists across the borough, including school-based training.

During 2013/14 DSC the 15 accredited instructors in Ealing provided:

- Cycle training for 289 adults
- Cycle training for 1,161 children
- A total of 56 Dr Bike events at 4 different locations every month within Ealing, Southall, Greenford and Acton town centres

The DSC programme, delivered 2,892 trained children and 1,040 trained adults in the three-year contract from April 2011 to March 2014. During this period, there was also 182 Dr Bike sessions held.

## Exchanging Places

The Exchanging Places events run by the Metropolitan Police in conjunction with Transport for London, London Boroughs, Brake (road safety charity), road haulage and bus companies to raise awareness among lorry drivers and cyclists of the difficulties faced by both groups.

These events allow cyclists to experience an HGV driver's view of the road and to appreciate blind spots around vehicles, especially on the nearside and directly in front of the vehicle.

The purpose is to raise awareness of the potential dangers between cyclists and large vehicles. Exchanging Places has been acknowledged as an effective safety demonstration for highlighting the dangers that cyclists face when getting close to large vehicles.

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<sup>6</sup> Achievement in Cycling Award, 2012 London Transport Awards



## Events

Ealing Council funded two major cycling events during summer 2014 (detailed below). These events are planned to be repeated in 2015.

### Ticket to Ride

For the second year running Ealing Council hosted 'Ticket to Ride' a day of fun bike rides around the Borough. It is designed specifically to get families and inexperienced cyclists out to enjoy the green spaces and quiet routes Ealing has to offer and show them that getting around by bike can be easy and fun.

The rides set off simultaneously from Gunnersbury Park and Churchfields Recreation Ground, on the hour, every hour from 11am to 4pm. Each led ride lasted approximately three hours including plenty of rest stops. Over 300 people of all ages and abilities took part and cycled all or part of the 11 mile route.

Before each ride, participants were invited to have their bikes given a free health check by Dr Bike and security marked by the police. Both proved very popular, with 90 people able to have their bikes checked and over 60 taking advantage of the security marking service. There was also opportunity to have your face painted or visit Ealing Cycling Campaign's stand to find out more about cycling in the borough.

Ticket to Ride was organised in partnership with the borough's Cycle Training Provider, Cycle Training UK, with support from Ealing Safer Transport Team, Ealing Cycling Campaign, London Bike hub and the Canal and Riverside Trust.



Ticket to Ride- Ealing 2014

## **SACA Birmingham to London Bike Ride 2014**

Ealing Council supports the Sikh Arts and Cultural Association (SACA) with their annual 130 mile charity bike ride from Birmingham to Southall, London.

To help the ride go smoothly we successfully provided practical support in the form of instructors from CTUK to deliver pre ride Dr Bike's sessions, marshal training for the ride leaders, qualified cycle instructors to help marshal the ride itself and mechanical assistance for riders who required it whilst on the route.

The ride raised awareness of cycling in London and encouraged local people to try cycling as a means of transport. Ealing Council looks forward to supporting the SACA bike ride each year. A great mode of advertising for cycling in the borough, the SACA bike ride raises thousands of pounds annually for children's charities and directly helps families within the borough.

For 2015, SACA will be hosting a second, shorter ride, running from east to west London, finishing in Ealing. Ealing Council is happy to support this additional ride which is open to all ages and brings cycling to an even wider audience.

## 9. The Year Ahead

### Completed Schemes

The forthcoming year will see more cycle projects and events delivered with the aim of making cycling easier and safer plus make it a normal mode of travel for people across the borough.

Local people can look forward to seeing cycle enhancements in the following schemes that will be completed in 2015:

- Mini Holland first phase at Ealing Common
- Corridor 1b Southall Broadway Boulevard
- Corridor 8 - delivery of toucan crossings on the Greenford roundabout slip roads
- Canal towpath – further resurfacing between Southall and Greenford Green
- Neighbourhood 25 Bollo Lane/South Parade,
- Mayor's Air Quality Fund (will include cycle incentives)
- The School Travel Plan programme will continue to expand
- Next round of Cycle Lock Discount scheme, a subsidised scheme for 'Sold Secure' bike locks at local cycle shops
- More cycle parking at stations and on-street

The year ahead will also see Ticket to Ride held again but this time featuring a revised route to involve communities more in the west of the borough such as Southall and Greenford.

### Cycle Super Hubs

Following the success of the first Cycle Hub in 2012 at Ealing Broadway and the North Acton Cycle hub delivered in 2014, the Council is now looking at the further roll out of cycle hubs at key stations including:

- Greenford – spring 2016
- West Ealing – spring 2017
- Acton Mainline – summer 2017
- Southall – summer 2017

Cycle Hubs all look to provide a considerable increase in cycle parking capacity and quality by delivering more shelters, plus improved security through better lighting and CCTV coverage. This programme will ensure that

all of the Crossrail stations will have Cycle Hubs available by the time the route opens.

## **New Schemes**

In 2015 there are many new and exciting schemes starting. The Council looks forward to starting work to deliver improvements for cycling as part of the following schemes: Corridor 12 Tentelow Lane/Windmill Lane, Southall, Corridor 13 Whitton Avenue, Northolt, Southall station access plus the Crossrail Complementary Measures at Ealing Broadway, Acton Mainline, West Ealing, Hanwell and Southall.

## Appendix: Key Stakeholders and Useful Links

### Ealing Cycling Campaign

Ealing Cycling Campaign (branch of London Cycling Campaign) is a major cycling interest group in Ealing. They are a key local source of cycling knowledge and an important resource for the success of cycling in Ealing.



### Cycle Training UK

Cycle Training UK (CTUK), a non-for-profit workers' cooperative, provides cycling training for Ealing's cycling programme. It also provides cycle maintenance training and runs the popular Dr Bike cycle maintenance sessions.



### WestTrans

Partnership of six West London boroughs, working with other major organisations such as TfL and West London Alliance, to identify, develop and implement transport projects to the benefit of the sub-region. It has been a major stakeholder and supporter in the development of the Ealing Broadway cycle hub and in the organisation of West London SkyRides.



### Sustrans

cycling and walking charity which aims to allow people to make smarter travel choices. Its Active Travel Champions programme organises and assists at events providing information on active travel.



### Canal & River Trust

Entrusted with the care of many of England's rivers and canals, the trust maintains River Brent and the Grand Union Canal in Ealing. It was a key partner in the construction of the towpath along the Grand Union Canal in 2012.



### Brompton Dock Ltd

LB Ealing has collaborated with Brompton Dock Ltd to deliver a Brompton cycle hire scheme in the Ealing Broadway cycle hub. This allows for onward journeys from the station making it a very convenient and popular scheme.







Grand Union Canal towpath enhancement, Southall







