

LONDON BOROUGH OF LAMBETH

INTRODUCTION OF BICYCLE PARKING HANGARS IN THE WATERLOO AREA AND REMOVAL OF EXISTING PARKING SPACES TO ACCOMMODATE THOSE HANGARS

The Lambeth (Charged-For Parking Places) (Amendment No. **) Experimental Order 2024

STATEMENT OF REASONS FOR MAKING THE ABOVE ORDERS WATERLOO BUSINESS CYCLE HANGARS TRIAL

Background

The Lambeth Transport Strategy Implementation Plan 2019 (TSIP) sets out the transport objectives and policies, including the objectives to make cycling easier and more accessible. This includes cycling for commuters and increasing the provision of safe secure storage facilities.

Lambeth's Climate Action Plan 2022 (CAP) sets several objectives and interventions that are relevant to this trial. These include a 25% reallocation of kerbside space to more sustainable uses, including greening. The methodology including the provision of more cycle parking was formalised in the Kerbside Strategy (2023).

Objectives

It is proposed to trial a scheme designed to encourage businesses and employees to cycle to and from work in the Waterloo area. The scheme will install and rent out cycle hangars to businesses in the Waterloo area. Businesses would rent an entire hangar for a year so that their members of staff can cycle to work and securely park their bicycles.

The Orders are necessary to provide secure parking space for businesses and their employees in the Waterloo area. Cycle hangars aim to reduce theft, improve the street scene, and encourage people to choose cycling as a safe and secure method of transport over the private car. The use of more sustainable modes of transport will also contribute to improved air quality in the Borough in line with Council cleaner air policies.

Use of Experiment Order

The scheme will be introduced by means of an Experimental Traffic Order (ETO) and aims to encourage a modal shift to more sustainable modes of transport for businesses and employees in the Waterloo area.

The decision to use an ETO allows for the impact of the trial to be measured against the schemes objective and allows changes to be made if considered necessary.

Measures of Success

1. avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising;
2. facilitating the passage on the road or any other road of any class of traffic (including pedestrians);
3. preserving or improving the amenities of the area through which the road runs;
4. Modal shift to more sustainable modes of transport (cycling) by businesses and employees in the Waterloo area.

Subject to the scheme being considered successful, the Council will consider in due course whether the provisions of the Order should be continued in force indefinitely by means of a permanent Order before the end of the 18-month experiment.