

London Cycle Hire scheme

Scheme overview





The image shown is an artist's impression. The exact locations, design of the cycles and cycle docking stations will be determined soon after the scheme operator is selected in May 2009.

The Mayor of London has asked Transport for London (TfL), the London boroughs and The Royal Parks to work together to deliver the London Cycle Hire scheme, which will start in May 2010.

The scheme area broadly covers Fare Zone 1. However, once launched there may be scope for future expansion. This could be by extending the zone boundary and/or increasing the density of cycle docking stations within the initial area.

TfL is working with the boroughs of Camden, City of London, City of Westminster, Hackney, Islington, Lambeth, The Royal Borough of Kensington and Chelsea, The Royal Parks, Southwark and Tower Hamlets, as well as private land owners to identify locations to accommodate the cycle docking stations.

The Cycle Hire scheme will:

- Offer a sustainable and low emission form of transport
- Be convenient for local residents, business travellers, leisure users and visitors to London
- Encourage local trips within central London – many short journeys are faster by bicycle
- Be available 24 hours a day, 365 days a year and easy to use
- Alleviate congestion on the Tube and buses
- Provide an innovative addition to London's transport network
- Encourage a shift from car usage to cycling

'I believe that the work we are carrying out can make the capital a city of cyclists, where to use two wheels is common not curious.'

Boris Johnson, Mayor of London

Some key facts about the planning and implementation of the London Cycle Hire scheme

Delivering the scheme

TfL is working with the boroughs hosting the scheme, and with The Royal Parks, to identify suitable locations for cycle docking stations. Before installing these, TfL will be applying to each borough, as the Local Planning Authority, for Planning Permission and seeking Traffic Regulation Orders (also known as Traffic Management Orders) from the relevant Highway Authority. Both of these processes are legal procedures.

The scheme in numbers

Approximate figures at launch



6,000 cycles



Covering an area of approximately **44km²**

Why is TfL applying for Planning Permission?

The planning system plays an important role in helping to control developments and manage the local environment. Following public consultation, your Local Planning Authority will consider whether cycle docking stations should be allowed, taking into consideration comments received and the Local Planning Authority's policies and guidance.

What is a Traffic Regulation Order?

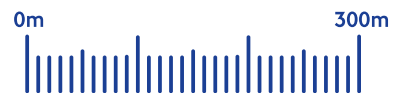
Traffic Regulation Orders allow the Local Highway Authority to regulate the operation of cycle docking stations and enforce against any inappropriate use or obstruction, including loading or unloading by vehicles. Traffic Regulation Orders will be sought for each site and this process will provide an opportunity for anyone to comment.

Who will install the scheme?

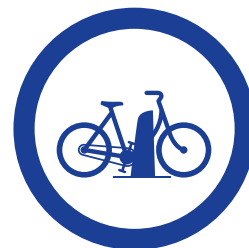
A scheme operator will be appointed in May 2009 to build and operate the scheme. If both Planning Permission and Traffic Regulation Orders are agreed, work can then begin on installation of the cycle docking stations.

When will the scheme begin operating?

The scheme will launch in May 2010.



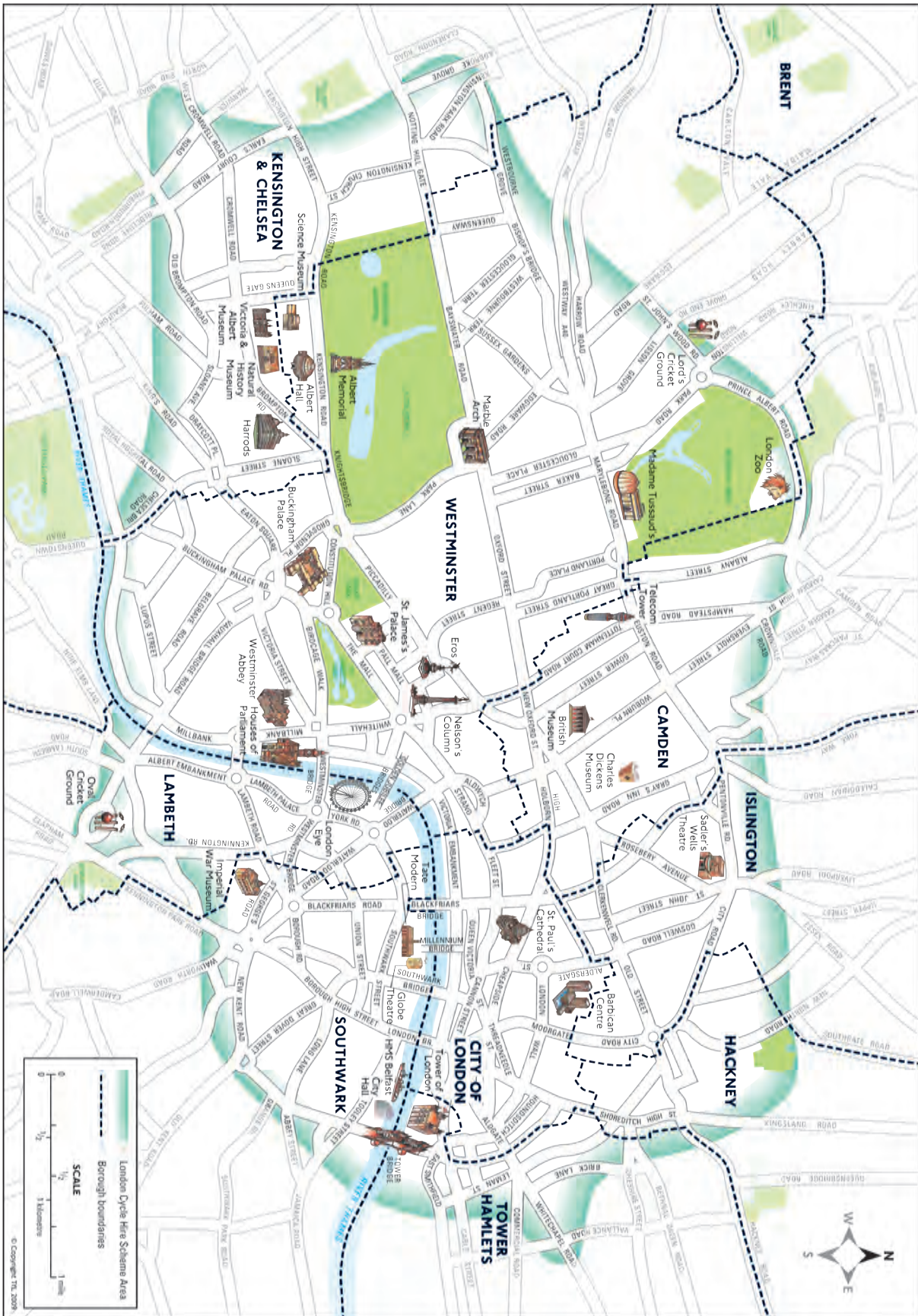
A cycle docking station situated every **300m**



400 cycle docking stations

London Cycle Hire scheme area

Launching in May 2010



For further information on any aspect of the Cycle Hire scheme please visit tf.gov.uk/cyclehire or contact cyclehire@tf.gov.uk

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