

		<p>causes problems. Riders believe that boroughs do not want to provide more parking, even though a large number of bikes can fit into a relatively small space, because that will reduce their parking ticket revenue. There are some particular locations that I hear regular complaints about eg:</p> <ul style="list-style-type: none"> - St James Sq (during weekdays all the PTW bays are solid with bikes, but since the congestion charge was introduced a large number of car bays are unused). Perhaps some of the car bays could be converted to being bike bays? Camden has recently done this in a number of places South of Euston Road where demand for more PTW parking was high. - Bulstrode Street - Hanover Sq (the bays fill up very early) - Great Marlborough Street - Cavendish Sq - Golden Square - Soho Square (this is regularly a problem at weekends when all the PTW bays are full of cars and there are no locations for PTWs to park) - in the vicinity of Mayfair <p>I'm sure that if you wish, I can consult with our members and get a list of locations. The BMF believes that there should be adequate parking provided in the vicinity of large public buildings, attractions (The Royal Academy of Arts, The National Gallery), stations (Victoria, Paddington, Marylebone, Charing Cross) etc. So that the bays can accommodate tourists as well as commuters, and so that travellers can consider coming into London by train and then using eg a scooter to get around in the city.</p> <p><u>Should PTWs pay for parking?</u> This was a more difficult question as some of our members are against any sort of charge and others are not. Many of the riders on smaller bikes may be key workers on low salaries or younger riders. Some riders thought that a charge of £1 for the day might be manageable / acceptable. Various riders suggested some additional short stay (ie 2 hour) bays that had to be paid for, but they wanted sufficient free bays to be able to choose to park in the free bays. Some riders said that they would not mind a small charge if the bays had security bars to lock bikes to. In practice, when Westminster experimented with pay bays before, although they had security bars they were very underused - which I suspect comes down to attitudes towards charges for parking.</p> <p><u>Should secure facilities be provided for PTW parking?</u> Where there are high instances of PTW theft, any security devices will reduce the amount of Police time spent dealing with thefts. Reducing street crime is desirable, and taking steps to prevent bike thieves from being attracted to Westminster must</p>
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surely be worthwhile. However, many riders do not lock their bikes and perhaps this is a matter for education? It can be difficult to carry suitable locks that can be used with ground anchors and security bars, so it is likely to be the regular commuters who will use such devices, as they know that it is worthwhile carrying a suitable lock.

Opinions. The BMF's main concern is that in areas where there is a shortage of parking, we have heard stories of bikes being damaged as they are parked so closely together. It is also highly undesirable to have PTWs riding around looking for parking spaces and travelling unnecessary miles.

Some further points:

- Some boroughs have expressed fears that facilitating PTW parking may encourage more PTWs to travel into the area and that this may lead to an increased accidents. Pedestrians and cyclists are vulnerable road users, but nothing is done to discourage them from travelling on or through the streets. PTWs should not be treated differently to cyclists and pedestrians.
- There is starting to be evidence that shows that increases in numbers PTWs can lead to decreases in PTW accidents. Whether this is due to other road users being more aware of PTWs due to their increased numbers, or due to something more complicated, remains to be investigated.
- There is increasing evidence that allowing PTWs access to bus lanes can improve safety. The BMF urges all boroughs to consider bus lane access and we were very encouraged to learn that Westminster is conducting its own experimental access for PTWs to certain bus lanes.
- The transport system is overloaded and this will only get worse as the number of homes and jobs increases over the next few years. PTW riders feel that they are helping by using their bikes and that they are part of the solution to traffic problems.
- Working patterns nowadays are changing and many PTW users have to travel from client to client during the day. Public transport is not practical for this - especially if they need to carry any equipment, but, use of the PTW means that they do not bring a car into central London and so take up less space and produce less in terms of emissions.
- As mentioned before, key workers use PTWs as do many women, shift workers and those with less severe disabilities. Cheap transport that is greener that car use should be encouraged not discouraged.

From the answers that I got back from my members, it was very clear that a number of them are very angry about the lack of parking. They regularly find themselves in the position of having to park illegally and risk a penalty notice. Some years ago, 600 new spaces were promised, but they were

