steer davies gleave

memo

To	ETF Team		
From	Steer Davies Gleave		
Date	14th December 2009		
Project	ETF Cycle Provision – Summary of Findings	**Project No.**	222133-01

Subject Summary of Analysis & Preliminary Findings

Overview of Analysis

- Baseline Analysis – review of existing provision – assessment of capacity (number of spaces), quality, utilisation, analysis of existing behaviour / revealed preferences.
- Forecasting model – forecasts potential cycle parking demand, by station.
- Development of recommendations – pragmatic assessment informed by baseline assessment and potential usage.

Recommended Improvements in Provision

- Minimum quality standard proposed – aim to provide sheltered, secure facilities close to station.
- **630** new cycle spaces proposed, covering 19 of 26 ETF stations. Largest increase in provision proposed for Barking, Upminster & Benfleet.
- Cost of measures estimated at c £350k, based on cost of £500 per new cycle space (purchase & implementation) plus contingency.

Initial Business Case

- WebTAG compliant case developed – user benefits (quality enhancement), non-use benefits (from modal shift), financial impacts (costs, fares & parking revenue).
- Overall case of around 3.5 : 1, based on 15-year appraisal period (>3 : 1 over 10 years).
- Annual forecast loss in car park revenue c £90k – based on modal transfer of access mode. Offset by increased rail revenue – less certain but on basis that 4% of increased cycle demand is 'new', this would represent c£50k. 4% new demand to rail is equivalent to c. 20 additional rail journeys (return trips) per day.
- 'Worst case' from financial perspective - £90k car park loss not offset by any increase in TOC fare revenue. Under this scenario BCR remains robust.
- Appraisal to be refined over next week, with sensitivity testing to follow on central case agreed.

28-32 Upper Ground London SE1 9PD

☏ +44 (0)20 7910 5000 ✉ sdginfo@sdgworld.net 🖷 +44 (0)20 7910 5001

www.steerdaviesgleave.com