



Gehl Architects

GETTING TO **COPENHAGEN** *...from car domination to cycling city*

Report of the symposium on Friday, 30 November 2012



LONDON'S
CENTRE FOR
THE BUILT
ENVIRONMENT



GEHL ARCHITECTS
URBAN QUALITY CONSULTANTS



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Introduction

In a symposium at the Building Centre on November 30th with over 200 delegates, proposals were formulated for taking the long road to achieving Copenhagen levels of cycling in appropriate parts of London. The symposium was organised by the London Borough of Ealing and URBED, with support from New London Architecture, and was sponsored by Berkeley First, the Danish Embassy, Peter Brett Associates and JMP. This report highlights the main messages, with images from the symposium.¹



Pat Hayes, Executive Director of housing and regeneration, Ealing Council, welcomes delegates



Visiting speakers Niels Tørsløv, City of Copenhagen and Jeff Risom, Gehl Architects



Delegates take up the suggestion of arriving on bike, made easier with the help of cycle-hoop who provided the parking



Delegates pack into The Building Centre conference rooms proving cycling is a hot topic

¹ For further information and statistics on cycling in Copenhagen please see <http://www.cycling-embassy.dk/2012/05/10/cycle-concepts2012/> and also the brochure, Copenhagen city of cyclists which was handed out in the delegate pack at the symposium <http://velotraffic.com/wp-content/uploads/2011/07/bicycle-account-2010-copenhagen.pdf>

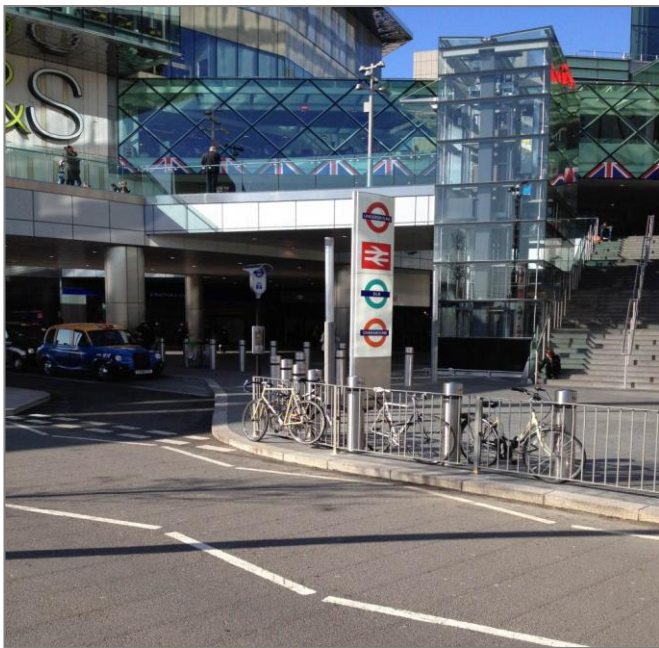
Presentations

Cycling is good for you

Julian Bell, Leader of Ealing Council, is a recent convert but cycled 2012 miles last year. As a result he is far fitter (he lost a stone in weight), and gets places faster. He now wants Ealing to lead the way to making London 'a cycling city', which requires some dedicated infrastructure and a mind shift.

Cycling needs to be normal

Pat Hayes, Ealing's Director of Regeneration and Housing, argued for making cycling far safer and simpler in order to get ordinary people to use bikes for short trips where they currently use their cars. Only 2% of trips are by bike, largely due to fears for safety. He said cycling suits suburbs where orbital public transport is inherently poor, and where there is often road space, provided we changed our priorities. Cycle provision is still very patchy, despite some achievements like the 'Cycle hub' outside Ealing Broadway Station. Reducing car journeys would make suburbs much more liveable by improving the public realm and calming our town centres.



"The Barriers: cycling is not seen as a normal travel choice except by the cycling fraternity, fanatics and racer". (Illustration: Pat Hayes)



"In London the excuses are money, road space and attitudes" (Illustration: Pat Hayes)

Cycling in the suburbs

Peter Murray, Chairman of New London Architecture centre (NLA) spoke as someone who cycles in from Ealing almost every day, and as Hon Secretary of the Bedford Park Association. When suburbs were built over a hundred years ago, progressive people cycled, and this helped create the good life. Today they are car dominated. As half of all trips are under a mile, it makes sense to follow Continental examples, where bikes are used to get to school and for daily shopping, as well as for many people getting to work or the station. The whole of built-up London needs to be a 20 mph zone, and we should follow the Danish model of using parked cars to defend cyclists against trips.



"When the suburbs were built, progressive people cycle"
(Illustration: Peter Murray)



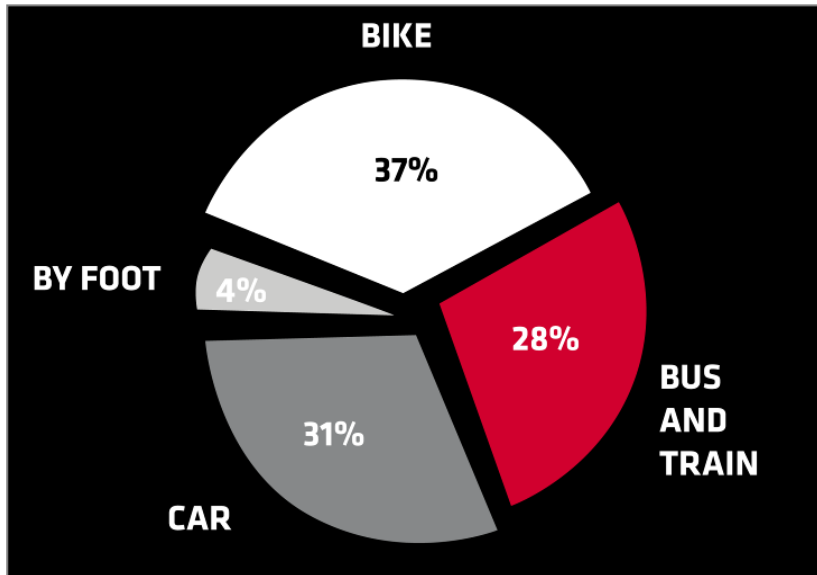
"Inconsistencies make cycling unsafe such as cycle lanes which suddenly end" (Illustrations: Peter Murray)



"A reduction in speed in the suburbs would make cycling much safer" (Illustration: Peter Murray)

Copenhagen adopted a 'cyclists first' strategy

Niels Tørsløv, Director of Traffic Department for the City of Copenhagen showed how the City had turned itself into the capital of cycling by making it normal. The density of the two cities is similar, and Denmark has a harsher climate. Yet 37% of people get to work by bike, 50% of those living in Copenhagen, and 30,000 trips a day are made along the busiest routes. Furthermore 28% of young families have a cargo bike.

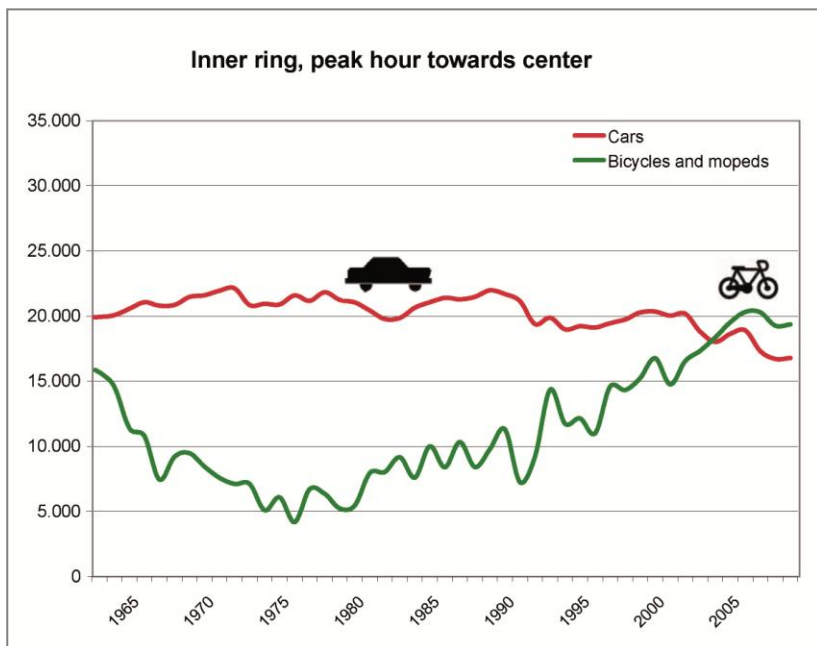


The Bike is the preferred mode of transport in Copenhagen (Illustration: Niels Tørsløv)

Like London, cars had taken over from cycling, which reached its lowest level in 1972. The oil crisis in 1980 caused a shift in thinking, with the first cycle track installed in 1981. The city invests £18 million a year, and this pays off, as economic studies have proved, helping to make Copenhagen one of the world's favourite cities. The reasons why people cycle are straightforward; 88% say it is quick and easy, 32% do it for exercise, 29% because it is cheap, and only 9% because it is environmentally friendly.

The City has progressively adopted higher environmental standards, (the main shopping street Stroget was pedestrianised in the 1960s) and is now aiming for 50% of trips by 2015 as part of achieving a carbon neutral city by 2020. 22 authorities are now collaborating on promoting long-distance commuting (10-20 kilometres) on 26 routes, with measures such as bridges over busy roads, and turning main roads into streets by taking space away from cars. 'Cycling brings human beings onto streets, and is fundamental to city life'.

Innovative ideas include planning the new town of Orestad (which financed the metro) as the 'five minute city' where everything is close at hand, smart phone apps to get quick reactions, 'green waves' through traffic lights as there is safety in numbers, and 'appreciative design' to make cycling as easy as possible.



Trips by bike have increased over forty years as investment has been put into cycling (Illustration: Niels Tørsløv)

The benefits of cycling are endless. In Copenhagen, "When a person chooses to cycle - this is a **gain** for society of **DKK 1.22** per cycled kilometre. Conversely, society suffers a net **loss** of **DKK 0.69** per kilometre driven by car." Additionally, the net health impact is 4.72 DKK per KM or 1.7 billion DKK per year.

Annually Investments in cycling

App. GBP 10 millions

App. GBP 18 per citizen



And investing works!



15%



18%



150%



55%

(Illustration: Niels Tørsløv)

Niels concluded by outlining Copenhagen's recipe for success:

- Personal political dedication is crucial
- Personal dedicated leadership in the administration is crucial
- Build a showcase - testing and experimenting are the vitamins for real changes
- Take specially care of intersections and crossings
- Choose signature projects that communicates the idea of a human scaled city
- Aesthetics matters ! If it doesn't feel right - it won't work....
- Provide credible documentation and ongoing monitoring
- Make investments for the next cyclist

Cycling helps make a city great

Jeff Risom, Associate, head of Institute, Gehl Architects, showed that it is the interaction between urban form and life that makes some places lively while others become unsafe and deserted. He illustrated how the model Copenhagen pioneered is being successfully transferred to other cities. The problem is essentially about people, not technology, and requires coexistence; 75% of motorists in Copenhagen are also cyclists so they know to watch out. Sociability, mobility and the quality of the environment are closely linked. A good example is Brighton New Road, which has been turned into a Shared Surface.



"Brighton New Road before and after. The result was a 93% reduction in motorized traffic, car speeds fell to <13mph, 22 % increase in cycling, 150% increase in pedestrian activity and a 600% increase in lingering activity. Success is attributed to systematically analyzing sociability, mobility and the quality of the environment together."
(Illustrations and statistics: Jeff Risom)

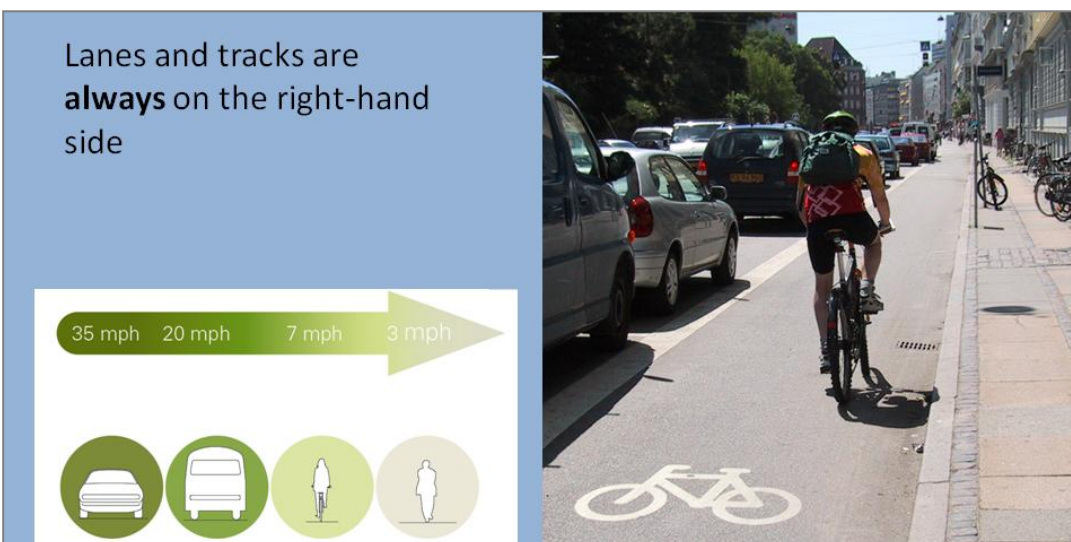
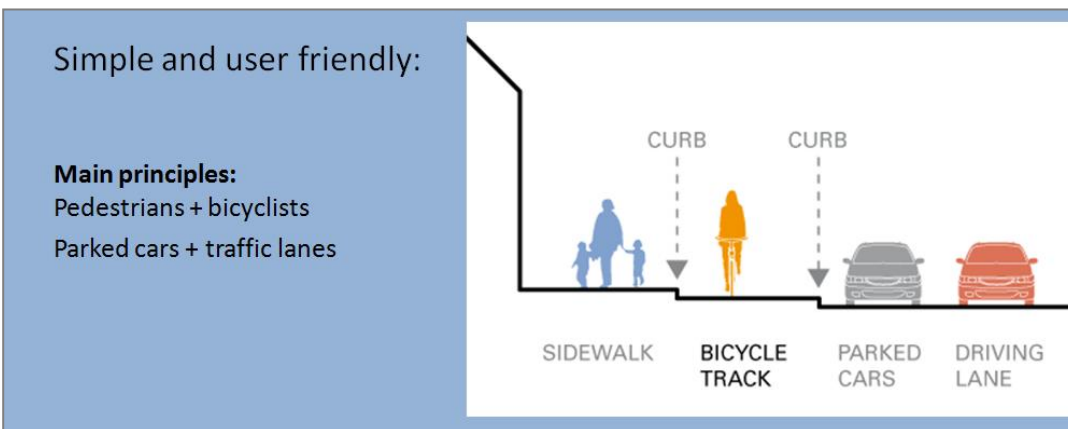
A City needn't copy Copenhagen exactly; rather, follow the same recipe to succeed. Gehl's Architects suggests a City define its own design in accord with four simple steps:

1. **It's about people:** Prioritize the user and how they make decisions. This is as much about politics and culture as it is about technical solutions.
2. **People first design does matter:** The 4 C's in bicycle mobility.

- a. Consistent (a single model)
- b. Connected (in the places where most people want to be)
- c. Continuous (integrated but never finished)
- d. Comfortable (details such as sheltered bike parking or foot-rests at intersections)
3. **Forge Partnerships:** Enable champions across numerous agencies, disciplines, stakeholders
4. **Measure, test refine:**
 - a. Establish a base case
 - b. Test in scale 1:1 pilots
 - c. Refine the design based on opportunities and obstacles to human behavior
5. **A bikeable city is a livable city;** improving cycling as a means not an end.

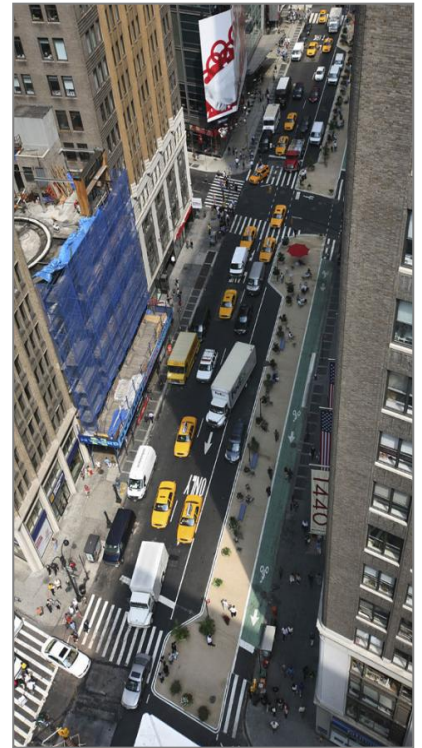
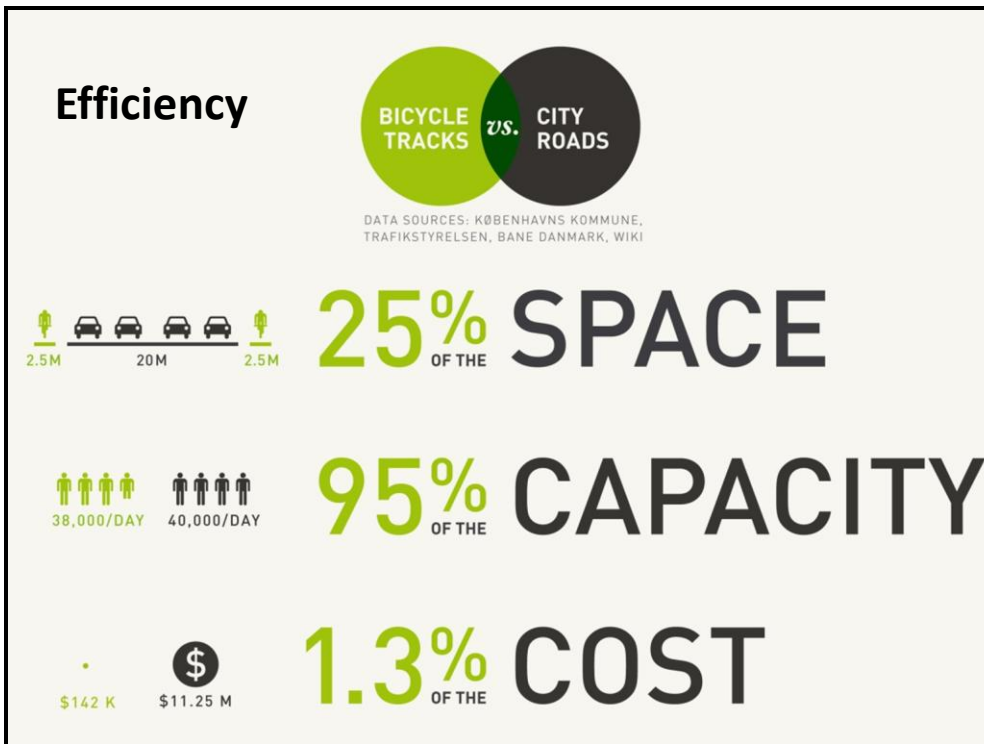
As outlined above, partnerships must be forged, and as cycling cuts journeys to work (only 50 minutes a day), there is more time for socialising which makes people happier. Cycle ways provide 90% of the capacity of a roadway for 1.3% of the cost. Significantly studies show that children who bike to school learn better regardless of whether they have had breakfast!

Finally it is essential to measure, test and refine. The project for Time Square in New York started by showing it was not a square, then transforming it through pilot projects so the car no longer dominated, with access still allowed but not through traffic. 'A bikeable city is a livable city, and people change not when you tell them to but when the context is right'.



People first design: if the pizza box doesn't fit, don't try to stop people eating pizza. Simply, design a new rubbish bin. "Show rather than tell".
(Illustration: Jeff Risom)

"Consistency means we choose one principle and stick with it. EVERYWHERE!"
(Illustrations: Jeff Risom)

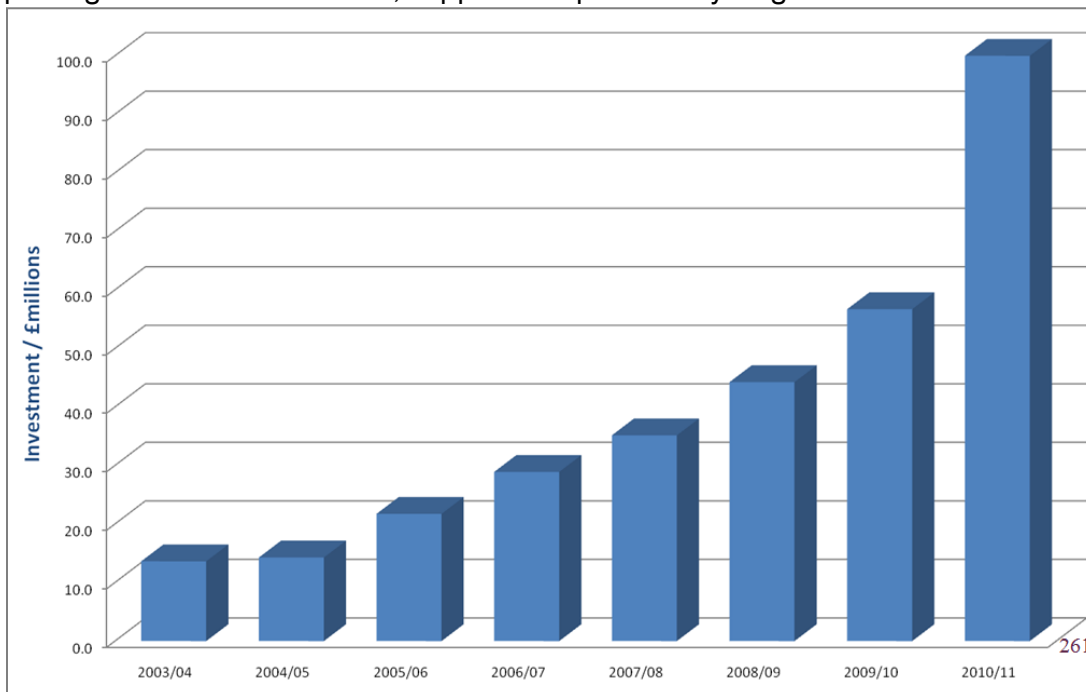


"Copenhagen has proven the efficiency of Bicycle tracks and the same model has been transferred to New York"

(Illustrations: Jeff Risom)

London has a long way to go – but is on its way

Ben Plowden, Director of Planning, Transport for London, showed how the resources for cycling were being greatly increased, and the timing is now right for a major shift. Though London started off far behind other cities, cycling is now growing at the same rate it did in Amsterdam. We need to get above the threshold where cyclists are generally visible. As well as short hops in Central London, where cycle hire has really taken off, the priority is now shifting behaviour in Outer London for both commuting and local trips. There need to be a package of measures to build, support and promote cycling.



TfL investment in Cycling (Illustration: Ben Plowden)



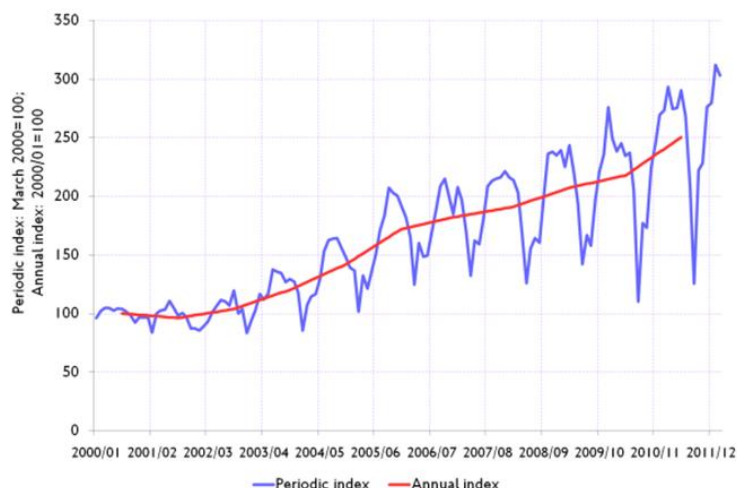
"I believe that the cycle-ised city is the civilised city",
Mayor of London Boris Johnson:

"The aim is a 400% increase in cycling by 2026". (Illustrations and figures: Ben Plowden)

Facts and figures

Current cycling levels in London

540,000 cycle trips now made in London per day



173% increase in cycling on London's main roads between 2000/01 and 2011/12.



23% of Londoners cycled in the last year

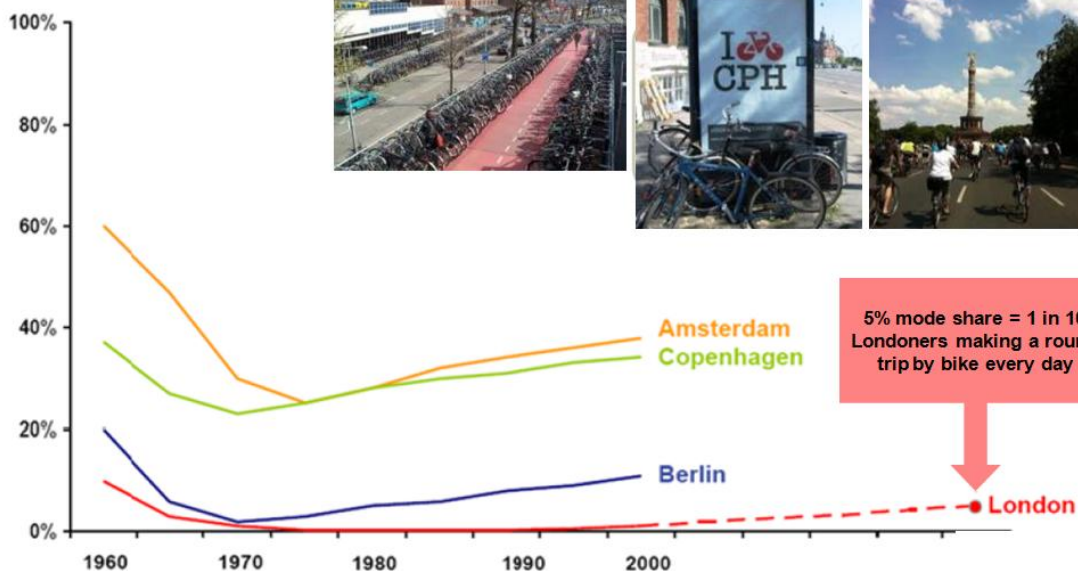


35% of households own a bicycle (8% increase over one year)

Facts and figures

Comparison to other major cycling cities

Cycle trips as % of total trips



263

(Illustrations: Ben Plowden)

There are plenty of practical steps to take

The panel responded to a range of questions, and their responses highlighted some steps forward:

- Parking cars at angles could replace places lost to cycle lanes.
- Cycle parking facilities are needed in shared areas such as More London and East Croydon Station (which means overcoming architects' and landlords' objections.)
- Nuisance from construction lorries can be reduced through deliveries out of peak hours
- Suburban town centres need to be linked up through collaboration between boroughs
- Cycling is popular in the suburbs of Copenhagen and 25% of trips between 6-10 miles are by bike, and all children learn to ride a bike with safer routes to schools
- Access by bike can affect property values by making areas more accessible, and Copenhagen uses pilot projects to test out the impact of giving more space to cyclists and shops on routes into the city centre
- Long-term plans as well as short term actions are needed to build confidence, and events can be used to see what it would be like to exclude cars, as in New York – 'if it feels great and it is fun, you go for it'.

Feedback from the workshops raised some key points

Ed Watson of Camden Council reported on cycling in Camden and said the infrastructure had evolved and now needed refreshing in some parts. Major schemes to make Tottenham Court Road and Gower Street two ways could transform the experience of moving around in Central London. However the system for bringing about improvements is very complex.

Mark Ames from ibikelondon explored what it might take to convince your Nan to ride a bike. If London is to achieve a much higher cycling rate then many more people will need to decide that cycling is a safe thing for them to do; including more women, older people and children. Whilst targeted training is useful, the workshop concluded that separated cycling infrastructure suitable for all abilities of cyclists was the missing link on London's busiest roads.

Robin Hickman of UCL reviewed opportunities around Ealing Broadway station, and argued that values need to change so that pedestrians and cyclists get priority in town centres. Ealing should live up to its former claim of 'Queen of the suburbs' and make the area exemplary. This means reducing traffic capacity and testing out good practice from Copenhagen and elsewhere, such as the Walworth Road in Southwark, which has been transformed.

Ben Plowden from TfL focused on making streets work said that street design needs to reflect competing functions and a typology of roles. Design should be fit for purpose. Political leadership is needed, backed up by bureaucrats, to tackle places that clearly do not work.

Kathryn Firth at LLDC looked at designing places for the future and said that the aim should be to provide greater choice so everyone feels comfortable. Signs should be avoided by designing places so it is obvious

what behaviour is appropriate, for example slowing down in a park. The priority is to sort out junctions and reallocate space.

Tim Hapgood and Thomas Derstroff from JMP explored whether it was best 'to share or not to share' and reported that most of the group favoured segregation. However it should depend on volumes. A priority was to turn roundabouts into crossroads where possible (as has been done in Denmark), to make turning safer and easier for cyclists, and crossing easier for pedestrians.

Conclusions

In conclusion to the symposium Pat Hayes thanked all who had made the event possible, and said that URBED were producing a report that would try to summarise the main conclusions. The same day the Mayor of London announced a major investment programme for cycling, so the timing should be right for a step change.

Delegate list

Simon Hall	A2dominion
Andy Rogers	Andrew Rogers: Planning
Annabel Downs	Annabel Downs
Amanda Reynolds	AR Urbanism
Riccardo Bobisse	AR Urbanism
Roya Jodieri	Arup
Robert Sakula	Ash Sakula
Felicie Krikler	Assael Architecture Ltd
Kieran Ward	Atkins
Simona Dobrescu	Atkins
Ben Gutierrez	Avenue Bicycles
Nicole Pinch	Avenue Bicycles
Alex Macmillan	Bartlett School of Graduate Studies, UCL
Gualtiero Bonvino	Bartlett School of Planning ,UCL
Anna Nasalska	Bartlett School of Planning, UCL
Bruce McVean	Beyond Green
Michael Foster	Brompton Dock
Ruth Hardy	Brompton Dock
Marie Burns	Burns and Nice
Richard Bourn	Campaign for Better Transport
Richard Hebditch	Campaign for Better Transport
Rosie Tharp	Canal & River Trust
Sarah Boyd	Cazenove Architects Ltd
Niels Toersloev	City of Copenhagen
Craig Stansfield	City of London
Azhar Azhar	Conran and Partners
David Hennings	Consultant
Liz Wrigley	Core Connections
Michael Hill	Countryside Properties
Darren Reynolds	Creativetype
Matthew Noon	Cross River Partnership
Graham Smith	CTC
Philip Benstead	CTC London
Andrew Ratcliffe	Cycle Hoop
Anthony Lau	Cycle Hoop
Habib Khan	Cycle Hoop
Neil Webster	Cyclo Consulting
Anne Hedensted-Steffensen	Danish Embassy
Peter Krause	Danish Embassy
Julian Sanchez	East & South East London Transport Partnership
Qasim Shafi	East & South East London Transport Partnership
Esther Caplin	Edith Neville School
Ashok Bhavnani	Elemental Junction
Ria Bhavnani	Elemental Junction

Richard Marfiak	eRchitecture
Colin Brown	FIA
Francis Moss	FM
Martin Short	Foggo Associates
Richard Constable	Foggo Associates
Axel Kubitz	FoRM
Jeff Risom	Gehl Architects
Gerald Koessl	Goldsmiths Univ. of London
Camilla Ween	Goldstein Ween Architects
Mike Martin	grontmij
Claudia Scholz	HTA Landscape Design
Mark Ames	i b i k e l o n d o n
Beckie Crane	Illustrious Company
Martyn Ware	Illustrious Company
Bill Mount	Imperial College
Jill Borten	Jerwood Space
Tim Hapgood	JMP Ltd
Tom Derstroff	JMP Ltd
Jon Neale	Jones Lang LaSalle
Robert Offord	Kent Architecture Centre
Mel Cazzato	LB Bromley
Steven Heeley	LB Bromley
David Cohen	LB Camden
Bob Castelijin	LB Ealing
Christian Derix	LB Ealing
Julian Bell	LB Ealing
Noel Rutherford	LB Ealing
Pat Hayes	LB Ealing
Hanna Salomonsson	LB Enfield
Martin Jones	LB Enfield
Chris Bainbridge	LB Hammersmith & Fulham
Chris Bainbridge	LB Hammersmith & Fulham
Graham Burrell	LB Hammersmith & Fulham
Simon Franklin	LB Hammersmith & Fulham
Richard Truscott	LB Haringey
Amandeep Kellay	LB Havering
Chris Calvi-Freeman	LB Hounslow
Jason Newton	LB Kensington and Chelsea
Andrew Judge	LB Merton
Chris Chowns	LB Merton
Howard Albertini	LB Slough
Jillian Houghton	LB Southwark
Charlotte May	LB Waltham Forest
Alistair Taylor	LB Westminster
Roger Stocker	Lewisham Cyclists

Oliver Schick	London Cycling Campaign in Hackney
Chandra Southall	London Green Cycles
Roman Magula	London Green Cycles
Kathryn Firth	LLDC
Anna Bray-Sharpin	London School of Economics
Catarina Brito	London School of Economics
Kathleen Scanlon	London School of Economics
Brian Q-Love	Love Architecture Ltd
Justinien Tribillon	LSE
Melissa Meyer	LSE
Carina Arvizu-Machado	LSE Cities
Peter Treadgold	Maines
David Patterson	Make
James Avery	Manifietso
Frances Madders	Medway Council
Peter Murray	NLA
Marie Blackman	nu-ne-lah design consultants
Julia Day	Open Streets
George Daugherty	PBA
Philip Cave	Philip Cave Associates
Paul Clark	PINS
Lewis Eldridge	Place Practice
Sam Appleby	PLACE PRACTICE
Francesca Morrison	Polis Design
Elizabeth Moore	Prentice Moore
Khrystyna McPeake	Prince's Foundation
Laura Georgescu	Prince's Foundation
Andrew Stuck	Rethinking Cities Ltd
John Tracey-White	RICS
Robert Tensen	Robert Tensen Urbanism Ltd.
Petra Havelka	Solidspace Ltd
Colin Hartridge-Price	Southwark Cyclists
Imke Bagde	Sprunt.
Martin Ebert	Studio Meda
Charles Martin	Sutton Living Streets
Mirek Witkowski	TeNGA
Miles Price	The British Land Company
Ben Fieldhouse	The Means
Giles Gibson	The Original Thinking Group
James Mackay	The Warwick Society

Ben Plowden	Transport for London
Henriette Lund	Transport for London
Robin Buckle	Transport for London
Simon Bradbury	Transport for London
Mark Strong	Transport Initiatives

Christian Spencer-Davies	UCL
Rob Hickman	UCL
Ulf Vollmer-Koenig	United Architecture
Steven Smith	Urban Narrative
Jessamy Bousie	URBED
Nicholas Falk	URBED
Nivedita Vijayan	Urbis
Frank Vickery	V Property Consultants Ltd
Mark Bradbury	Vertical Thinking Limited
David Beamont	Victoria Business Improvement District
Arthur Breens	West Ealing Neighbourhood Forum
Colin Wing	Westminster Cycling Campaign
Ross Corben	WestOne
Tim Forrester	WestTrans
Cara Wisman	WiseHaus
Sarah Wixey	WYG
Yang Cheung	Yoh designs
Ben Kochan	
Christopher Wise	
Dave Holladay	
David Tannahill	
James Mackness	
Jeremy Parker	
Joyce Bridges	
Karine Dana	
Khulood Nasaif	
Maria Hadjinicolaou	
Maria Tomalova	
Matt Senior	
Paul Disney	
Peter Chauncy	
Robert West	

Appendix A: Programme

08.30 Registration

09:00 Opening words
Julian Bell, Leader, Ealing Council

09:10 Welcome and aims
Pat Hayes, Executive Director of Regeneration and Housing, London Borough of Ealing

09:20 What makes a good suburb?
Peter Murray, Chairman, NLA, and secretary of the Bedford Park Association

09:40 How we did it in Copenhagen?
Niels Tørsløv, Director of Traffic Department, City of Copenhagen

10:00 Transferring the model
Jeff Risom, Associate, Head of Gehl Institute

10:20 Response from Transport for London
Ben Plowden, Director of Planning, TFL

10:35 Panel Discussion

11:00 Coffee break

11:30 Workshops in the following groups:

Workshop 1: Camden on two wheels - A bicycle ride of Camden. Ed Watson, Assistant Director Regeneration and Planning, Camden Council

Workshop2: "Every day and ordinary cycling - how do you get your Nan to ride a bike?"
Mark Ames, I Bike London

Workshop 3: Ealing Broadway - Applying good practice. Rob Hickman, Senior Lecturer, Bartlett School of Planning, UCL

Workshop 4: Making streets work. Ben Plowden, Director of Planning, TFL

Workshop 5: Designing places for future . Kathryn Firth, Chief of Design, London Legacy Development Corporation

Workshop 6: "To Share or Not to Share". Tim Hapgood and Thomas Derstroff, Principal Transport Planners JMP Consultants Limited.

12.30 Feedback by workshop leaders

13.00 Close

Appendix B: Workshop descriptions

Workshop 1:

Camden on two wheels - a bicycle ride of Camden

Led by Ed Watson, Assistant Director Regeneration and Planning, Camden Council

This workshop will be a 1-hour bicycle tour of Camden which will highlight some of the unique challenges to a central city borough and show some of the original measures introduced to get people cycling as well as some more recent initiatives. You will see what developments are taking place in Camden to create a more liveable suburb. **Please note that attendees who wish to take part in this workshop MUST provide their own bike.**

Workshop 2:

Everyday and ordinary cycling - how do you get your Nan to ride a bike?

Led by Mark Ames, Editor, ibikelondon

As the makeup of people living in cities change, so must our streets. How will we meet the challenge of more women, more children and more elderly people riding bicycles where we live, work and shop, and how can we convince these people to ride in the first instance? This workshop will explore the idea that cyclist safety and the built environment go hand in hand, and the idea behind what makes an equal city, where even your Nan could ride a bike.

Workshop 3:

Ealing Broadway - applying good practice

Led by Rob Hickman, Senior Lecturer, Bartlett School of Planning, UCL

Ealing Broadway is an example of a suburban location that faces the challenge of a lack of space for segregation. Given the constraints, what are the options? Dutch, German, Danish approaches? This workshop will introduce you one example of how cycle routes could be put into Ealing Broadway and will explore a series of other possible options as well. You will expand to discuss how town centres and transport hubs can be reconstructed to favour cyclists and pedestrians and cut congestion and also how this can be financed.

Workshop 4:

Making streets work

Led by Ben Plowden, Director of Planning, TfL

The street, something we use every day, but what does it mean to make a street work? Ultimately what do we want our streets to achieve? By means of this workshop you will explore the characteristics of streets that work versus those that don't and will examine whether the same criteria apply in every location. Vegetation, traffic speeds, signage and clutter; do these things matter? How do good streets enhance the character and vitality of the community they serve? You will identify the variables, categories or types of street as well as the obstacles and opportunities.

Workshop 5:

Designing places for future

Led by Kathryn Firth, Chief of Design, London Legacy Development Corporation

Roads aside, what design aspects need to be included in new developments in order to support a cycling culture? In this workshop you will consider a day in the life of a resident of Queen Elizabeth Olympic Park. How will they move around? What options do they have? How will they leave a bicycle in different places such as the home, school, the station, shops? How does this affect different categories of residents such as parents, commuters, and people of varying financial means? You will expand your discussion to consider how new residential and commercial developments in general can lead the way in providing for cyclists and yet remain connected with existing areas of the city.

Workshop 6:

To Share or Not to Share – can we all have a piece of the road?

Led by Tim Hapgood and Thomas Derstroff, Principal Transport Planners, JMP Ltd

What are the advantages and disadvantages of sharing infrastructure? What are the grey areas? Using both a suburban and central London location you will examine aerial photographs and put

yourself in the shoes of the designer. What are the different design solutions; “is it best to share, or not to share”? Do the solutions differ depending on the location? This workshop will tease out design principles in an interactive manner and will explore experiences and views on segregation, shared infrastructure and “Go Dutch” principles.

Appendix C: Biographies

Julian Bell

Leader of Ealing Council



Julian Bell has lived in Ealing for 25 years, arriving after his final year at Bath University where he read Politics and Economics and during which time he met his wife. Julian has been interested in politics since he was a teenager, but became actively involved in 1992. He first worked for the Labour Party in 1994 and ran several election campaigns. In 2002 Julian was elected as a councilor in Ealing. He is now serving his third term. In addition to being Leader of the Council, Julian works for the MP of Ealing Southall, Virendra Sharma and spends two days a week at the House of Commons or at his constituency office

Pat Hayes

*Executive Director of Regeneration and Housing
Ealing Council*



Pat Hayes has been Ealing's Executive Director for Regeneration & Housing since 2007. At Ealing, he is in charge of Town Planning, Building Control, Transport Policy, Community Safety, Environmental Health & Trading Standards, Regeneration, Economic Development, Property and Housing. Pat has developed and supported schemes in the borough to improve cycling infrastructure and promote cycling as a normal mode of transportation. Pat is an active cyclist and rides in BC open events at Higg Hill and Hillingdon on a regular basis.

Peter Murray

*Chairman
NLA*



Peter Murray is chairman of NLA, London's Centre for the Built Environment. He lives in Bedford Park - the first garden suburb - and is Deputy Chairman of the Bedford Park Society. He is also a keen cyclist and in 2013 he will be riding from Portland Oregon to Portland Place studying cycling infrastructure in cities in the US and UK.

Niels Tørsløv

*Director of Traffic Department
The technical and Environmental
Administration
City of Copenhagen*



Niels Tørsløv (born 1959) has a background as Landscape Architect (1987) and has since 2003 been Director of the Traffic Department in the City of Copenhagen. Before that he has worked at the Danish national Road Directorate and became head of their Department of Traffic Safety and Environment in 2000. Niels Tørsløv is chairman of the OECD/JTRC Working Group on cycling safety.

Jeff Risom

*Associate Head of Gehl Institute
Copenhagen*



As Head of Gehl Institute, Jeff Risom leads the Research and Development team at Gehl Architects. Jeff holds an MSc in City Design and Social Science from the London School of Economics and a BS in Architectural Engineering from the University of Colorado, in the US. This educational background and international design experience that combines the arts and sciences, provides Jeff a unique insight into the technical as well as social aspects of urban design. Jeff is currently leading urban design projects in San Francisco and Moscow in the City's Museum Quarter. Jeff is also an active teacher and guest critic at Harvard Graduate School of Design, the Integrated Design Studio at University of Pennsylvania, the Cities Programme at London School of Economics as well as at the Royal Academy of Fine Art in Copenhagen.

Ben Plowden

*Director of Planning
Transport for London*



Ben Plowden has extensive experience of the workings of both national and local government, both from the "outside" as an environmental campaigner and from the "inside" as a senior director at Transport for London (TfL). Ben is currently Director of Planning, Surface Transport at TfL, a position he has held since 2011. Ben's responsibilities include providing the overall strategic direction for Surface Transport and delivery of cycling, walking, public realm, road safety, freight and bus priority. Before joining TfL, Ben was one of the country's leading environmental campaigners, ending up as the first paid Director of the Pedestrians Association.

Ed Watson

*Assistant Director, Regeneration and Planning
Camden Council*



Ed has been working in Local Government planning for over 20 years and since January 2009 has been the Assistant Director for Regeneration and Planning at Camden. He leads the multi-disciplinary Regeneration and Place Shaping teams working amongst other things on Camden's Community Investment Programme – an ambitious plan to maximise the contribution Camden's assets make to place shaping. Prior to this he worked for the LGA/IDeA as a Programme Manager for the Planning Advisory Service (PAS) supporting the introduction of the Spatial Planning System. He has a daily 20 mile round trip bike commute from Crystal Palace to Kings Cross.

Mark Ames

*Editor
Ibikelondon*



Mark Ames is the editor of ibikelondon and has been writing about riding a bike in London for four years. In 2012 he fired the starting gun for the "Love London, Go Dutch Big Ride" setting off 10,000 cyclists calling for roads in London to be made as safe for cycling as they are in the Netherlands. He's appeared on television; online and in print talking about bicycle safety and in 2012 was invited to Oxford University and the Houses of Parliament to talk about everyday and ordinary cycling.

Robin Hickman

*Senior Lecturer
UCL*



Robin is a Senior Lecturer in Transport Planning and the City of the Bartlett School of Planning (BSP), University College London. He is a specialist in transport and climate change issues, urban structure and travel, integrated transport and urban planning strategies, the management of

major multi-disciplinary projects, and has a keen interest in cycling. He is a frequent speaker at conferences on transport planning issues.

Kathryn Firth

*Chief of design
London Legacy Development Corporation*



Kathryn Firth is the Chief of Design at the London Legacy Development Corporation and urban designer with over 25 years of experience working on a variety of projects. Prior to this appointment she was Director of Urban Design at PLP Architecture. Kathryn has worked on a range of masterplanning and urban regeneration projects in the US, Europe, the Middle East and the UK. They include projects in sensitive heritage contexts such as the Somerset House masterplan and courtyard redesign in London, and a masterplan for the redevelopment of Covent Garden in London's West End.

Tim Hapgood

*Principal Transport Planner
JMP Consultants Ltd*



Tim is a Transport Planner who has worked for both Local Authorities and in consultancy. Tim has a broad range of experience from policy and strategy development including Smarter Choices, cycling and urban freight management through to development planning and control. He is also a qualified project manager. Through his experience Tim understands the needs of both cyclists and goods vehicles in the urban environment and being a keen commuter cyclist in London he also has firsthand experience of, and appreciates, the often conflicting priorities between the different road users

Thomas Derstroff

*Principal Transport Planner
JMP Consultants Ltd*



Thomas' broad-based background, including over seven years experience in the UK planning industry, gives him a strong understanding of the critical relationships between transport, land use planning and urban design. At JMP he splits his time between development planning projects and streetscape improvement schemes located in London. Thomas has also worked on a transport strategy for the Uxbridge Road corridor in support of the Ealing Development Framework. His daily ride from the London suburbs provides him with another perspective on current cycling issues, urban and suburban, in London.