

# CYCLING SURVEY REPORT

## LSE 2015/2016



## EXECUTIVE SUMMARY

In summer 2015, a survey of LSE staff and students was conducted to understand their views on cycling in and around the School. 433 people responded, 59% of whom were cyclists. This report presents the survey's findings, and recommendations for how LSE can improve its support for cycling and cyclists.

Respondents were motivated to cycle as a means to attain physical fitness and for the convenience and low travel costs. They wanted to see the following improvements:

- Install more secure indoor bike parking, and covered outdoor parking, to reduce overcrowding during peak hours.
- Increase flexibility of evening / night parking, and ensure opening hours are consistent with other campus facilities (especially in the NAB).
- Co-locate bike parking with showers and lockers.
- Enhance two-way communication between Estates and cyclists, to raise the profile of cycling facilities, and make it easier for people to give feedback on maintenance issues.
- LSE should support the establishment of a Bicycle User Group, for students and staff to exchange information and engage in local discussions on London cycling infrastructure and safety.

# LSE Cycling Survey 2015

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## 1. Introduction

In 2014, a School survey conducted to understand commuting habits showed that at least 40% of journeys made by students and staff were made on foot or by bicycle. The survey responses suggested that more could be done to improve cycle facilities and safety on the campus and in neighbouring areas. In this new survey, conducted during Summer Term 2015, staff and students were asked to share their views on cycling to and around the LSE campus. The survey aimed to help improve local cycling infrastructure and on-campus facilities by collecting data on cycling routes and travel patterns.

This report is sponsored by the Sustainable Projects Fund, which provides funding and support for student and staff initiatives to enhance LSE's environmental sustainability. The Fund is run by the LSESU Sustainable Futures Society, with support from the LSE Estates Division.

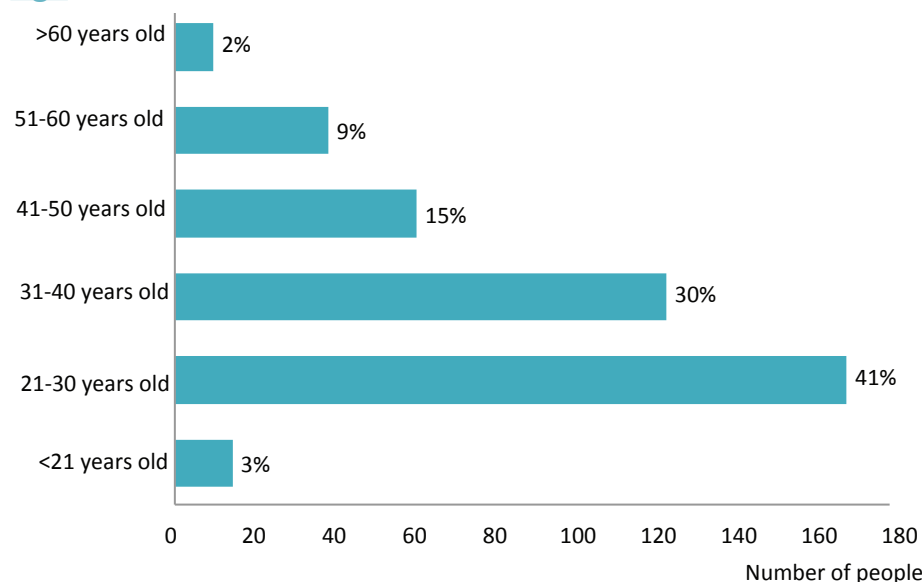
## 2. Survey respondent profile

433 people responded to the survey:

160 Students (37% of total respondents), including 53 PhD, 78 Postgraduate, 29 Undergraduate students  
1% of total LSE student population

273 Staff (63% of total respondents), Including academic, research and professional service staff  
13% of total LSE staff population

### Age

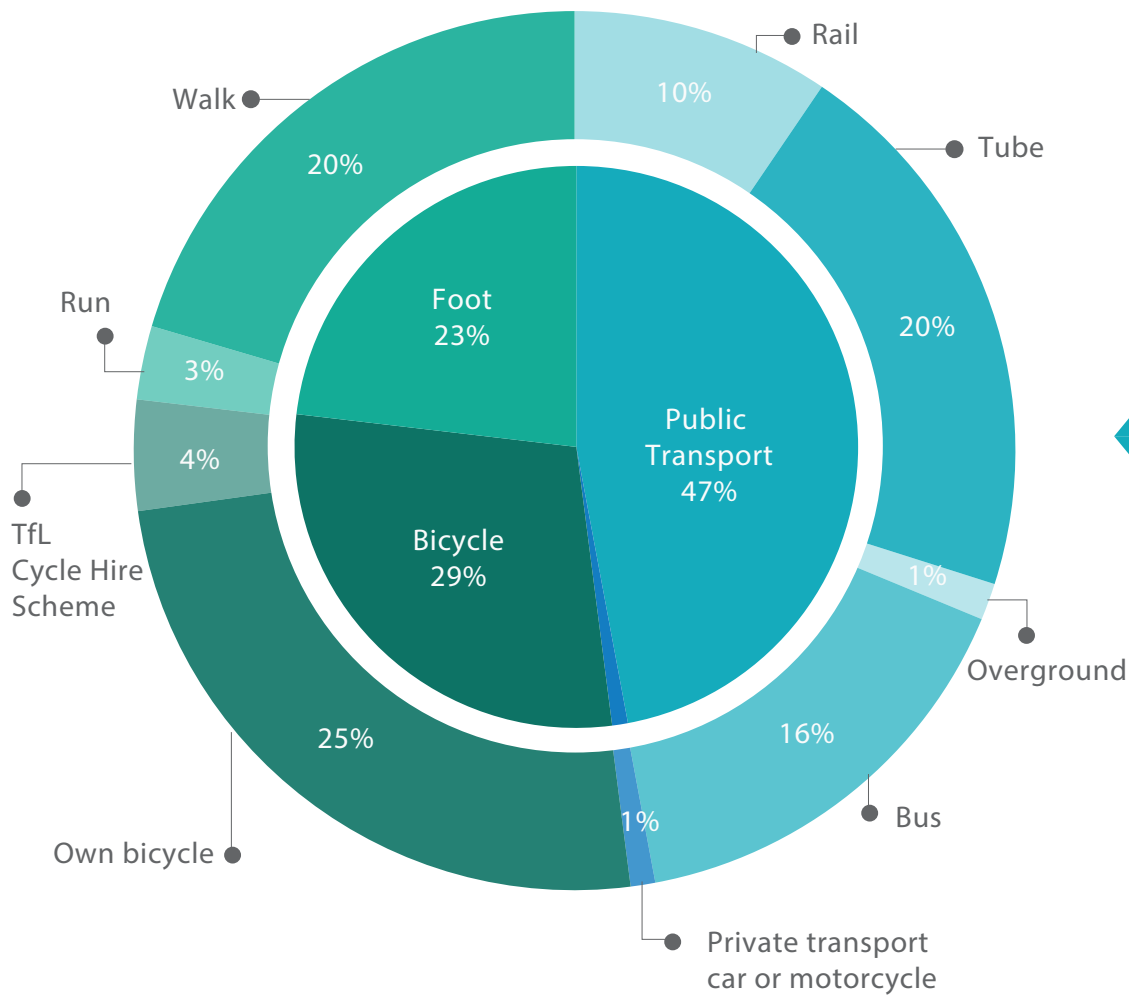


204 Male (47%)  
229 Female (53%)



### 3. Key statistics: Daily commuting

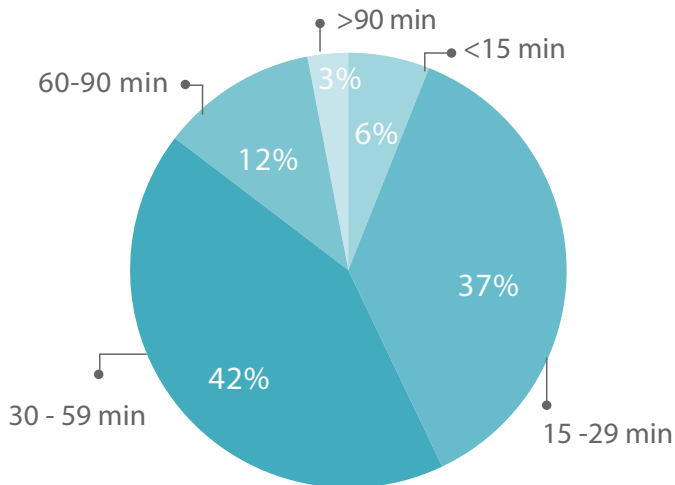
Respondent  
Profile



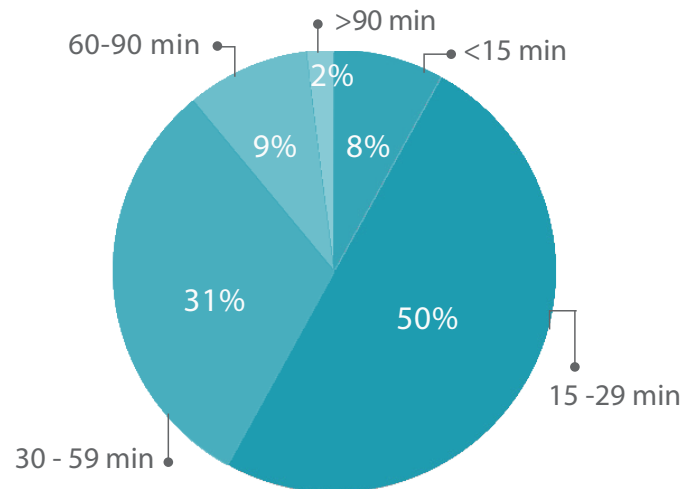
52% of journeys to LSE are completed on Foot or by bicycle

Note: Please note that respondents could choose more than one answer if using a combination of transport modes in their daily trips. This chart corresponds to the percentage of each mode within all modes selected.

#### All modes travel time



#### Cyclist travel time



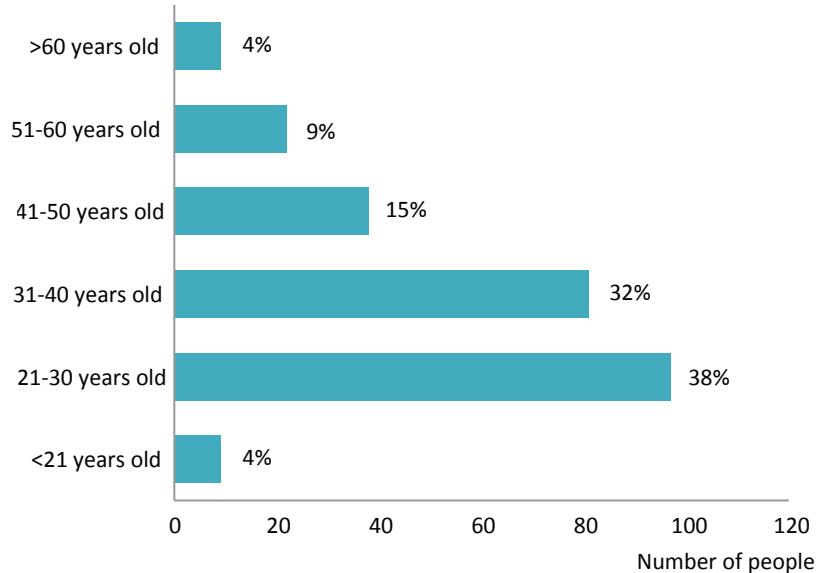
## 4. Cycling Activity

257 respondents commuted to LSE by bicycle (57% of total respondents)

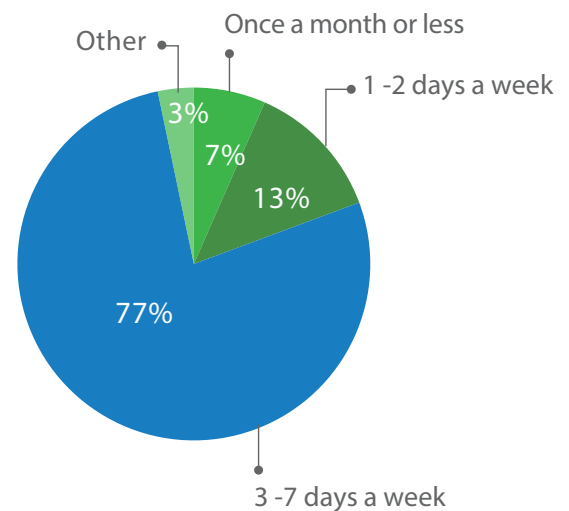
98 Students (40%)

149 Staff (60%)

### Age



### Cycling frequency



Most cyclists were commuting to LSE frequently (3-7 days a week). A small proportion were seasonal cyclists, riding during the warmer months.

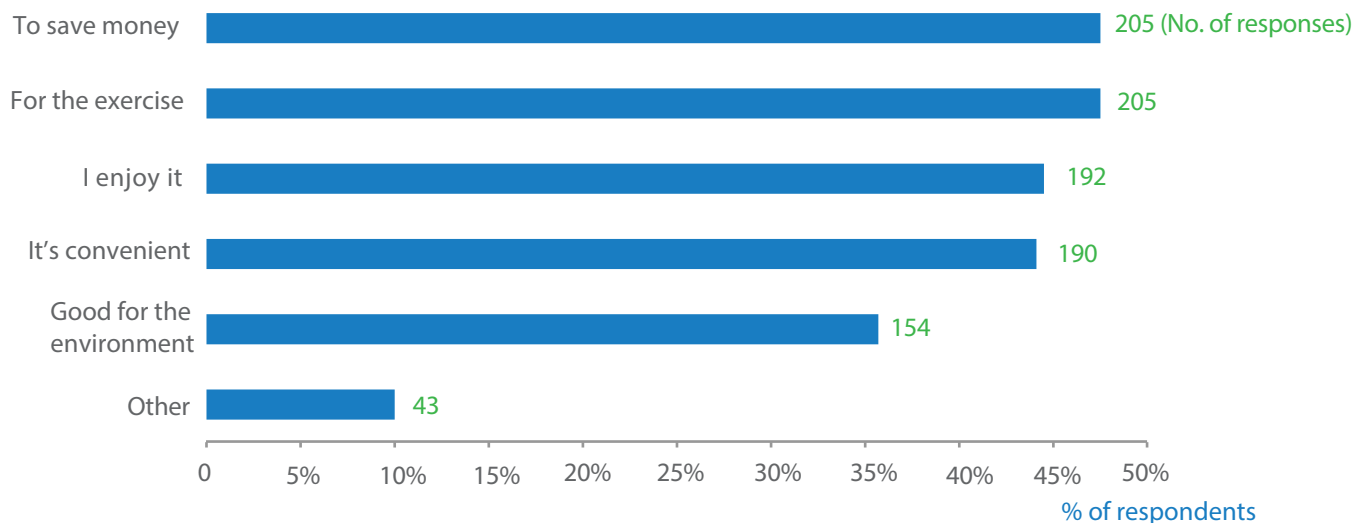
### Reason for cycling

Cyclists had multiple reasons for cycling, but getting exercise and saving money were the most popular responses. A significant number of respondents gave additional reasons for commuting by bike. Almost half of these answers were to the effect that cycling to LSE saved them time. Other reasons given involved the inefficiency and lack of reliability of public transport.

141 Male (57%)

106 Female (43%)

70% of cyclists were between 21 and 40 years of age

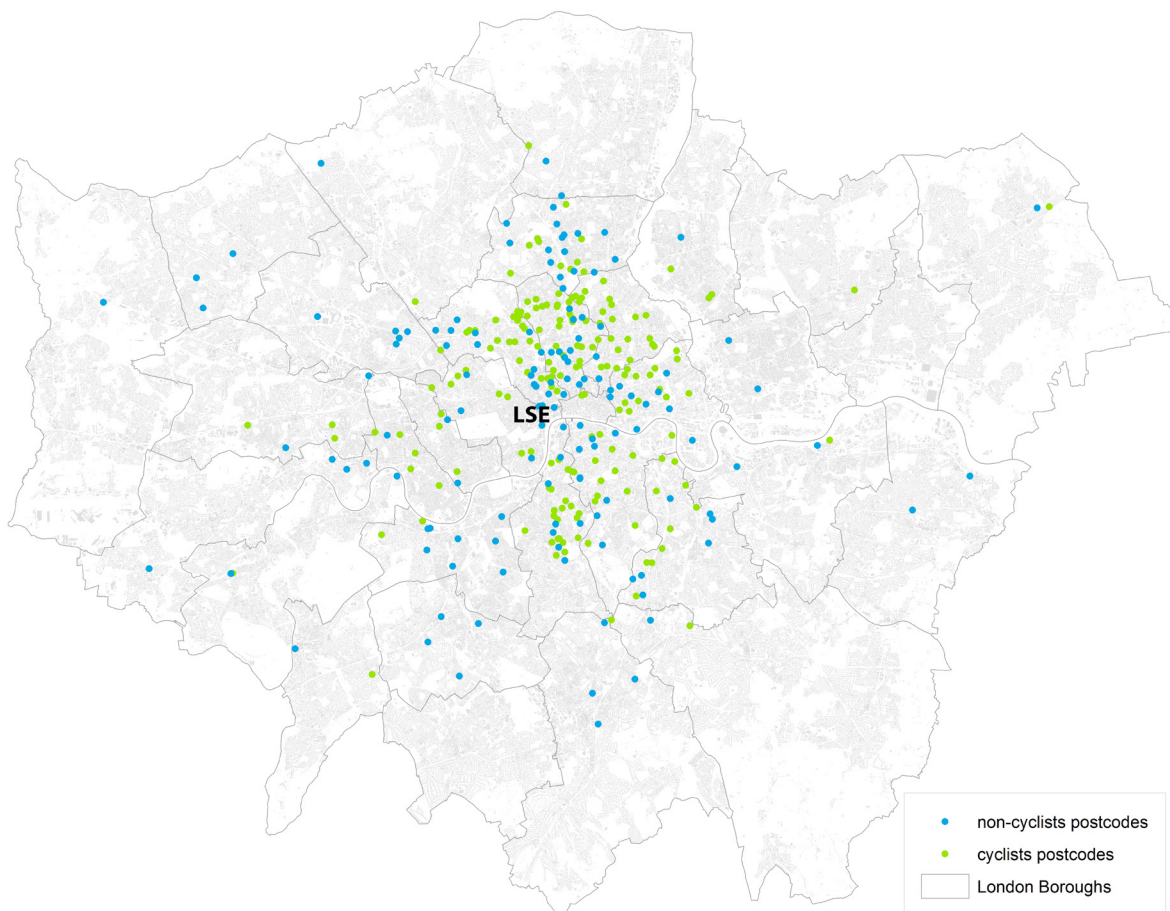


Note: respondents could choose more than one answer.



## 5. Commuting routes

Postcodes corresponding to the start of respondents' journeys are mapped below. 8% of respondents started their journey outside of London, from places such as Bristol, Cambridge, Surrey, Oxford and Hertfordshire. 3% of commutes combined train and cycling, with a number of respondents commuting via Waterloo train station.



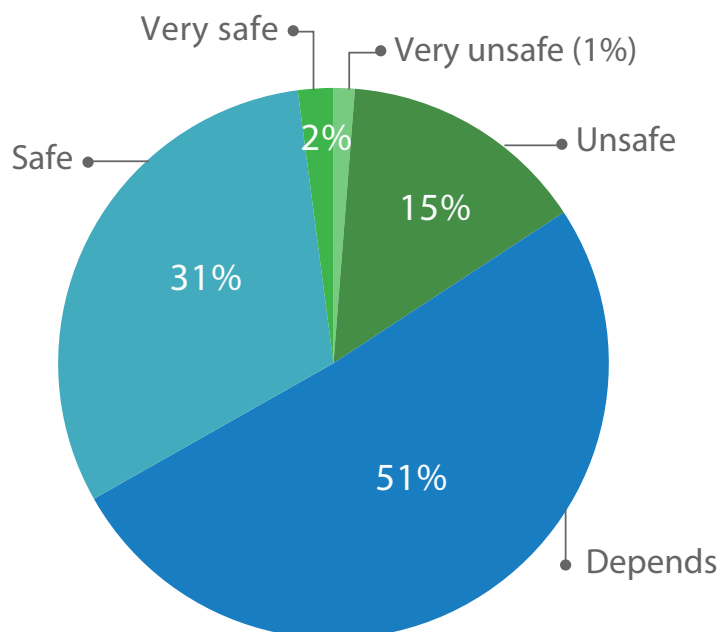
### Parking

The following map shows the locations of cycle parking used by respondents around the LSE campus. A third of respondents parked either in the NAB building (16%) or in the Tower's basement (15%). Almost 20% of staff respondents (10% of total respondents) reported carrying their bicycles to their offices, to avoid spending too much time looking for parking spaces.



## 6. Cycling safety

### Cycling safety perceptions



**“Lack of cycle segregation on roadways is extremely unsafe, particularly around High Holborn and Kingsway. I, like many others, opt to illegally cycle or walk through the Great Turnstile footpath at the North East corner of Lincoln’s Inn Field as it is the only safe way of entering the LSE campus area.”**

Anonymous respondent

A third of survey respondents reported that they felt safe while cycling to LSE, but half felt that their perceptions of safety depended on factors such as rush hour traffic and bad weather conditions. 140 additional comments were submitted to express concerns about the safety of cycle journeys to and from LSE.

Heavy traffic and road congestion

Hazardous junctions; roads obstructed by construction works; poorly maintained roads; poor signage and lighting

Not enough dedicated cycle lanes; intimidating traffic forcing respondents to use side roads exclusively

Some had experienced accidents that had made them feel less safe when cycling

**“I feel safe until all the cycle lanes end around the Brunswick centre. The cycle lanes all continue on to UCL but don’t go on to LSE or Kings. The main road - Southampton row, Kingsway- is very dangerous and one corner is lethal for cyclists. Surely there is enough demand from students and staff at LSE and Kings to have a proper dedicated cycle lane from the north (Camden area) into LSE/Kings area?”**

Anonymous respondent

25% of Female cyclists said they felt safe

39% of male cyclists said they felt safe

Many non-cyclists expressed concerns about cycling safety and the number of accidents on the streets, and even said they would consider cycling to LSE if they felt the road was safer. The most concerning areas around campus for respondents are The Strand and Kingsway. Additionally, many commented on the dangerous roundabouts around Waterloo Bridge. Many of the comments on this question repeatedly pointed out streets with heavy traffic and dangerous junctions. Highbury roundabout was also mentioned as a critical area (not shown on the map). The following map shows the most dangerous streets identified by respondents.



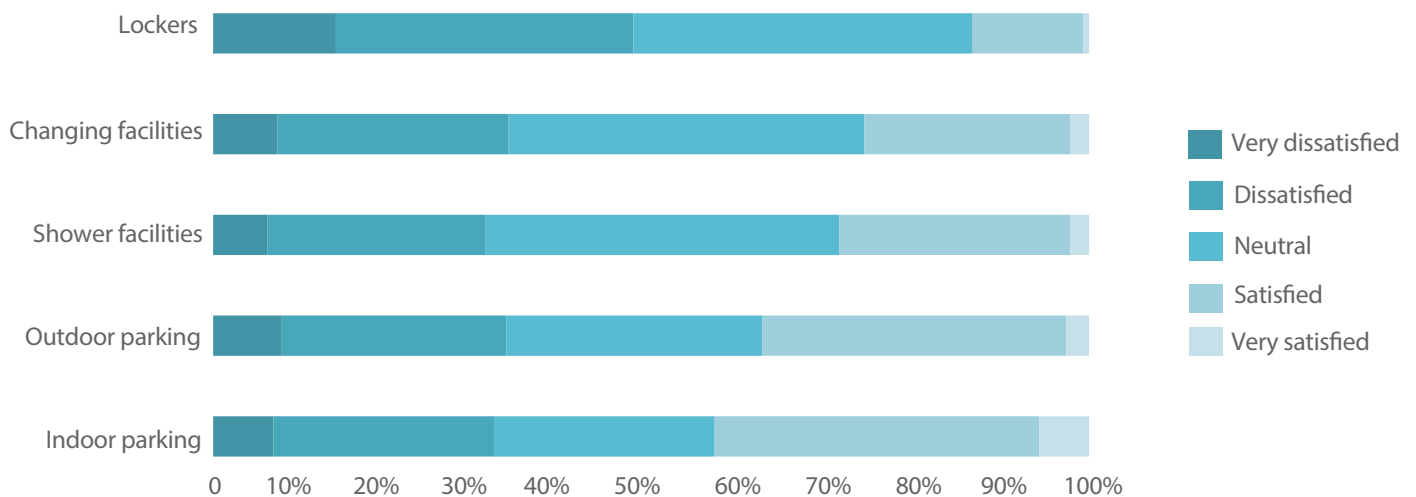


## Unsafe cycling areas



## 7. Improving cycling commuting

### Cycling infrastructure satisfaction



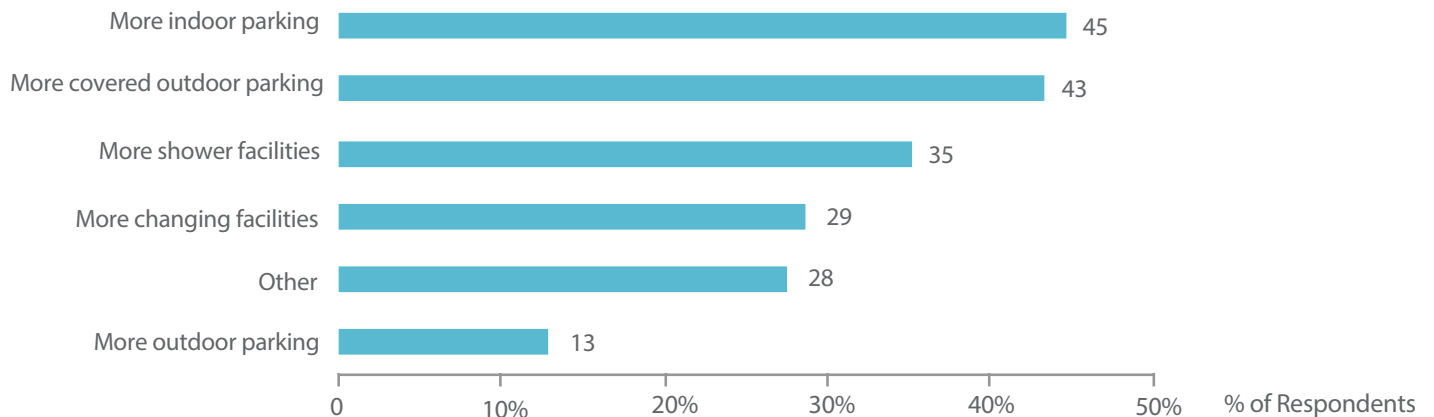
43% of respondents were 'very satisfied' or 'satisfied' with indoor parking facilities. The greatest dissatisfaction was expressed in regards to lockers, where 48% of respondents said that they were dissatisfied or very dissatisfied.





## Suggestions for improvement

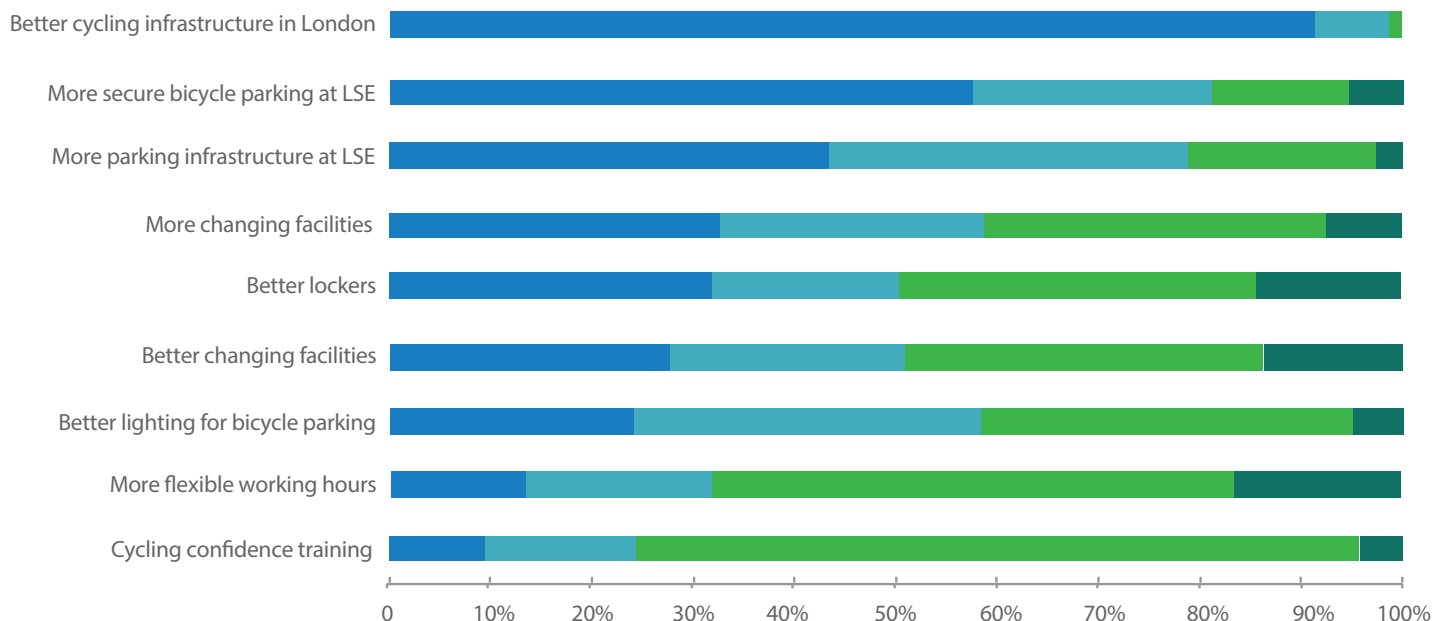
The following chart shows the responses of cyclists when asked in what ways could LSE improve cycling facilities.



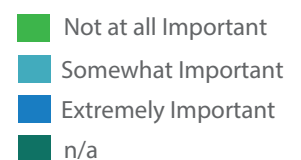
Note: respondents could choose more than one answer.

67 comments were submitted by respondents who chose the 'other' option. Of these comments, 14 asked for more secure parking and CCTV surveillance, both indoor and outdoor; 11 wanted more TFL bicycle share stations.

## Cycling facilities and infrastructure: improvement priorities



Aside from rating the importance of what could improve the cycling experience, 102 extra comments were submitted by cyclists, and by non-cyclists. Interestingly, male/female and staff/students requests varied. Women highlighted the lack of available changing facilities, not only showers but rooms with lockers and hangers to change clothes. Men focused on the availability of lockers and parking facilities. Staff were more concerned with shower and changing facilities while students mentioned the need for longer parking hours and overnight parking.



Suggestions fell into five categories: [Parking](#), [Lockers](#), [Changing Facilities](#), [Information](#), [Others](#).



## Cycle parking

According to the survey, parking is a key factor affecting the cycling experience. More secure parking and more parking availability are of high importance to respondents. There were also several extra requests and comments regarding parking infrastructure.

Of the 102 additional comments submitted:

- 31 requested more covered outdoor parking and more easily accessible racks
- 21 were concerned about parking security around campus, surveillance and CCTV
- 11 commented on the inconvenient access to NAB underground parking (numerous doors and corridors to navigate, security checks)
- 3 respondents requested changes to the hours of permitted indoor parking, to give cyclists the option of leaving the bike in a secure place overnight, for instance in case of bad weather

Secure indoor parking was also of concern. Cyclists requested CCTV surveillance and improvements, especially in the Towers basement. Others requested permission to keep bicycles inside offices, arguing that parking facilities are often inconveniently far away.

**“Underground bike storage places on campus you are not allowed to leave your bike there overnight! This is a problem particularly in winter. When I might want to cycle in the morning, and leave the bike here overnight (perhaps it’s raining, or I am tired). It would be useful to be able to leave the bike somewhere overnight”**

Anonymous respondent

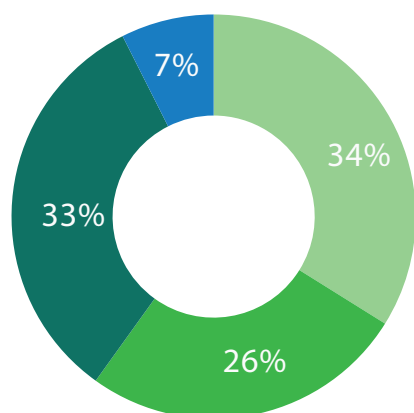
## Lockers

Many comments were received requesting more lockers. This could be taken into account in future surveys. A large number of these concerned the lack of lockers located near to parking facilities.

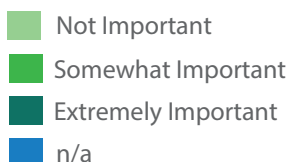
**“Apart from the NAB (where lockers are snapped up fast), there are no places where all three are in the same location. So I’ve been locking my bike under Towers, walking to Old Building basement to shower and get things from locker (themselves located at opposite ends of the basement area) It’s a bit of a faff and adds a lot of time to commuting which stops it being quicker than taking the tube. I still prefer to cycle but it would be better if the facilities were located all in the same place”**

Anonymous respondent

## Changing Facilities



- 21 respondents stated that there were not enough showers available
- 19 respondents mentioned the lack of changing facilities, with seating spaces and hanger/racks
- 10 respondents commented on the need of hangers for wet clothes and towels



Other recurrent comments indicated that cleaning standards of existing facilities are poor, and that maintenance and repairs take a long time when something needs to be fixed.



## Information

A large group of respondents requested more easily accessible information on campus and online about cycling infrastructure available including showers, lockers, parking and repairs. Many respondents reported that they didn't know how to hire a locker or where these were available, and that they were unaware about changing facilities or available air pumps. There was a general consensus that staff and students cycling to LSE could be better informed about existing infrastructure. They could also benefit from sharing information with other cyclists:

- Buying and selling bicycles when courses end – second hand bicycle sale
- Information about safe roads around campus
- Sharing of cyclist tips
- Discounts and events
- Maintenance tips and workshops for bicycle repair

**“It would be useful to find other people who commute on bikes from my local area. I have recently bought a bike, but haven't plucked up the courage to travel to work on it yet. Travelling in groups would be easier and safer, so finding others who do a similar route to me and would be able to help build new riders' confidence, would be brilliant.”**

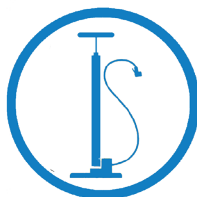
**Anonymous respondent**

## Additional suggestions: cyclists

The survey's also asked for suggestions for improving LSE cycling facilities. Analysis of the extensive qualitative data submitted by respondents (221 comments) is summarised in the grid below.



**31 additional comments requested more secure outdoor parking, and 11 mentioned again NAB parking access**



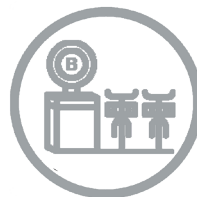
**17 additional comments requesting more bicycle maintenance stands**



**23 additional requests for better showers and changing facilities. 2 people asked for staff-only showers**



**5 comments requesting hair dryers in changing facilities**



**16 more people requested more TFL bicycle share stations**



**3 additional comments requesting more flexible parking hours**

It is clear from the survey that problems with parking and storage infrastructure were a great frustration for cyclists. A very large number of comments were received relating to better access routes to the campus in its immediate vicinity, such as lobbying the councils for safer roads, presentation of a formal petition from LSE for more cycling infrastructure (north/south and east/west Cycle Superhighways), and negotiating an increase of the TFL docking stations in the area.



## Additional suggestions: Non-cyclists

What was least important for cyclists, “cycle confidence training”, turned out to be the most common comment by non-cyclists. Most non-cyclists expressed that their hesitations to commute by bicycle related primarily to safety rather than to the available infrastructure at LSE. However, some stated that they were unaware of where to get information about cycling, such as secure routes, TfL bicycles, parking and changing facilities. A significant number of non-cyclist respondents proposed having a cyclist web-platform where people could share their routes to and from LSE with tips and best practices.

## Recommendations



It is clear from the survey that limitations in LSE’s parking and storage infrastructure are a cause of frustration for cyclists. Although many respondents praised LSE’s campus parking facilities, more than half argued that there was still not enough to meet demand, especially in terms of covered outdoor parking. There were also problems with NAB parking facilities, particularly regarding to access and early closing hours. Respondents noted that lockers were not situated near parking and changing facilities.

Overall, the survey showed clearly that there is great interest and demand for cycling infrastructure. Many respondents took the time to provide detailed comments and suggestions. Many students and staff members felt that although LSE has adequate infrastructure provision, there is still room for improvement to meet the needs of current cyclists and attract new cyclists. 103 respondents provided their email addresses to be included in a bicycle user group (BUG) for LSE. A BUG could provide a forum for students and staff cyclists to come together and discuss how to campaign for greater local road safety and improve infrastructure for cyclists, while improving cycling facilities in and around the School.

LSE should consider a more active communication strategy to inform cyclists of campus cycling facilities and of any temporary changes in those facilities because of construction works. LSE should also encourage feedback on the use and maintenance of cycling facilities. A possible alternative would be to create an online platform to share information on routes, where people could input their experience and recommend best routes, and indicate useful resources for cyclists on the campus and in the surrounding areas. The website could also include links to local London Cycling Campaign groups, ‘buddy’ schemes and bike training funded by local councils.



Other suggestions would be to promote more ‘cycling day events’, where people are encouraged to ride their bicycles to LSE. Furthermore, LSE could also organize bicycle tours/rides during the summer or in introduction week as a way to attract non-cyclists to gain confidence in riding through London streets in groups around the university area, and to meet other cyclists. Social media such as Facebook and/or Instagram accounts could also be another way to promote and improve cycling. Hashtags such as #LSEcycling could be used by students and staff to share routes, recommendations and suggestions in a more active way.



## 8. Summary

- 433 survey respondents
- 257 respondents commuted to LSE by bike
- Respondents perceived cycling as money- and time-saving, ecologically friendly and healthy
- Commuting times to LSE vary with the majority taking more than 30 min and less than 1 hour
- Respondents wanted to see:
  - co-location of complementary facilities as parking, locks and showers
  - improvement of indoor facilities with flexibility to accommodate night time parking
  - NAB parking was seen as inconvenient and hard to navigate
  - more outdoor covered parking
  - better security around parking areas (indoor and outdoor)
- Staff members used their offices to store their bikes because of problems with existing facilities
- Safety of cycling is a major issue preventing more people cycling to LSE
- Better communication systems are needed:
  - for cyclists to inform Estates of maintenance issues
  - for the School to inform cyclists of existing facilities and where those facilities are located
  - to create an interface for exchange of tips and information between cyclists at LSE
- A number of people expressed an interest in creating a cycle user group
- A strong cycle user group at LSE could help lobbying for better road infrastructure in the vicinity of LSE (e.g. more cycling lanes)

## 9. LSE Cycling Survey Team

### LSE Health and Social Care:

Esther Sidley  
Cate Henderson  
Martin Wenzl  
Jackie Damant  
Alessandra Ferrario  
Madeleine Stevens  
Gemma Williams  
Thandeka Mhlantla (Green Impact Project Assistant)

### LSE Cities:

Alexandra Gomes  
Clara Rasore

### LSE Sustainability team (advisors):

Jon Emmett  
Vyvyan Evans



# 10. Survey Questionnaire

LSE Cycling Survey 2015

## Block 2

### INTRODUCTION

In 2014, a School survey showed that at least 40% of journeys made by students and staff are made on foot or by bicycle. The survey responses suggested that more could be done to improve cycle facilities and safety on the campus and in neighbouring areas.

In this new survey we are asking for your views on cycling to and around the LSE campus, whether or not you currently cycle. On completing the survey you can enter a prize draw for a £25 Waterstones voucher.

Most questions of this survey will be mandatory although some such as the postcode question are optional. However, by helping us with these we will be better able to understand routes, distances and travel patterns of cyclists and that will give us better tools to improve LSE facilities. This information will not be used for any other purposes.

The survey will take approximately five minutes and will be completely anonymous.

Thank you for participating in our survey. Your responses are very important to us.

## Block 3

### ABOUT YOU

What is your role at LSE?

- ☐ Academic staff
- ☐ Research staff
- ☐ Professional services staff
- ☐ PhD Student
- ☐ Postgraduate student
- ☐ Undergraduate student
- ☐ Other (please specify below)

What is your gender?

- ☐ Male
- ☐ Female

What is your age?

- ☐ <20 years old
- ☐ 21-30 years old
- ☐ 31-40 years old
- ☐ 41-50 years old

Please let us know what would improve your cycle experience: (rate the options below)

|  | Not at all important  | Not important         | Somewhat important    | Very important        | Extremely important   | n/a                   |
|--|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Cycle confidence training  | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Better cycle infrastructure in London (e.g. safer junctions, more cycle lanes)                                 | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| More parking around LSE  | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| More secure cycle parking at LSE   | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Better lighting for bike parking at LSE  | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| More flexible working hours  | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| More changing facilities   | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Better changing facilities (please give your suggestions to improve changing facilities in the comments below) | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Better lockers (please give your suggestions to improve lockers in the comments below)                         | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Other comments

## Block 5

### YOUR ROUTE

From where do you start your cycling journey to LSE?

- ☐ Home
- ☐ Train station (please specify which below)
- ☐ Tube station (please specify which below)
- ☐ DLR station (please specify which below)
- ☐ Car Parking (please specify which below)
- ☐ Bus stop (please specify which below)
- ☐ Other (please specify)

Where do you end your cycling journey to LSE?

- ☐ LSE
- ☐ Train station (please specify which below)
- ☐ DLR station (please specify which below)
- ☐ Car Parking (please specify which below)
- ☐ Bus stop (please specify which below)
- ☐ Other (please specify)

Do you feel safe cycling to LSE?

- ☐ 51-60 years old
- ☐ >60 years old

What is your current home postcode? (please use capital letters)

How long does it take you to commute to the LSE?

- ☐ <15min
- ☐ 15-29min
- ☐ 30-59min
- ☐ 60-90min
- ☐ >90min

In your commute to LSE which transport modes do you use? (choose as many options as apply)

- ☐ Rail
- ☐ Tube
- ☐ DLR
- ☐ Overground
- ☐ Bicycle (own bike)
- ☐ TFL cycle hire scheme
- ☐ Bus
- ☐ Run
- ☐ Walk
- ☐ Car
- ☐ Motorcycle
- ☐ Other (please specify)

## Block 4

### CYCLING ACTIVITY

How often do you cycle to LSE?

- ☐ once a month
- ☐ 1 day a week
- ☐ 2 days a week
- ☐ 3 days a week
- ☐ 4 days a week
- ☐ 5 days a week
- ☐ Other (please specify)

Why do you cycle? (choose as many options as apply)

- ☐ For the exercise
- ☐ It's good for the environment
- ☐ It saves money
- ☐ It's convenient
- ☐ I enjoy it
- ☐ Other (please specify)

- ☐ Very unsafe
- ☐ Unsafe
- ☐ Depends
- ☐ Safe
- ☐ Very safe

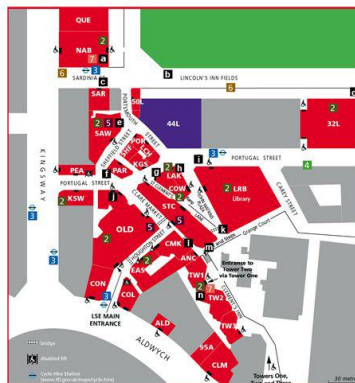
Why?

## Block 6

### ON CAMPUS

#### LSE CYCLE FACILITIES MAP

[source: <http://www.lse.ac.uk/intranet/LSEServices/LSEFacilitiesGuide/transport/CyclesShowersAndLockers.aspx>]



- a** Bicycle parking
- 2** Showers
- 3** London cycle hire
- 4** Westminster Car Club
- 5** Lockers
- 6** Electric charging point
- 7** Bike Maintenance Station

Where do you park? (see black squares in map above)

- ☐ a (NAB basement)
- ☐ b (Lincoln's Inn Fields)
- ☐ i (John Watkins Plaza 2)
- ☐ j (Clare Market)

- ☐ c (Sardinia Street)      ☐ k (John Watkins Plaza 3)  
☐ d (32 Lincoln's Inn Fields)      ☐ l (Clements Inn Passage)  
☐ e (SAW)      ☐ m (Grange Court)  
☐ f (Parish Hall / Peacock Theatre)      ☐ n (Towers Basement)  
☐ g (George IV)      ☐ n/a (TFL cycle hire)  
☐ h (John Watkins Plaza 1)      ☐ Other (please specify)

Rate your satisfaction with the quality of the following:

|                     | Very dissatisfied     | Dissatisfied          | Neutral               | Satisfied             | Very satisfied        | n/a                   |
|---------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Indoor parking      | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Outdoor parking     | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Shower facilities   | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Changing facilities | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Lockers             | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

What are your suggestions to improve LSE cycling facilities

- ☐ More indoor parking      ☐ More shower facilities  
☐ More outdoor parking      ☐ More changing facilities  
☐ More covered outdoor parking      ☐ Other (please specify)

#### Block 7

We are planning to create a bicycle user group for LSE students and staff cyclists to come together and discuss how to improve cycling in and around the School. If you would like to be involved, please provide your email address (box below) or send an email to [lse.bicycle.usergroup@gmail.com](mailto:lse.bicycle.usergroup@gmail.com)

Do you have any other suggestions to improve cycling at LSE?

To enter the prize draw of a £25 Waterstone's voucher, please provide your email address

For more information on LSE Cycling Facilities:

<http://www.lse.ac.uk/intranet/LSEServices/LSEFacilitiesGuide/transportCyclesShowersAndLockers.aspx>

Thank you very much for your collaboration!

#### Block 1

#### CYCLING ACTIVITY

If you don't cycle to LSE, tell us why not? (please specify below)

- ☐ It's not for me      ☐ Too far to commute by bike  
☐ Don't know how to cycle      ☐ Inconvenient  
☐ Don't own / have access to a bike      ☐ Too polluted  
☐ Disability      ☐ Opening and closing times of secure bike storage  
☐ Lack of parking space      ☐ Lockers at LSE are not suitable  
☐ Lack of safe parking      ☐ Lack of changing facilities at LSE  
☐ The weather      ☐ Low lighting levels around LSE cycle parking facilities  
☐ The roads are not safe      ☐ Other (please specify)   
☐ Lack of cycle confidence/training

What would make you more likely to cycle? (rate the options below)

|   | Not at all important  | Not important         | Somewhat important    | Very important        | Extremely important   | n/a                   |
|---|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Training on cycling safety  | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Improved road safety  | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| More secure bike parking  | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Secure parking space with extended opening times (adapted to the library) | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| More changing and shower facilities                                       | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Better access to TFL London cycle hire                                    | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Other (please specify)