

## **Ealing Development Sites DPD Statement regarding Cycle Parking at Crossrail stations**

Our original representations were for sites ACT7, EAL12 and SOU4, covering the need for making proper provision **in the DPD text** for cycle parking at Acton, West Ealing and Southall Crossrail stations respectively. The identical point does of course also apply at Ealing Broadway station (the relevant sites being EAL2 and EAL3) and we have made a representation on the development brief for site EAL3 to cover this (attached for reference – see second page).

The council's responses in relation to these three station sites give no confidence that adequate space will be allocated for cycle parking for these three stations. Experience at Ealing Broadway station has been that, partly because no land has been allocated in previous development plans for cycle parking, the only practical option has been to use the adjacent open space, Haven Green. Because of amenity considerations, this has resulted in a very high cost per cycle parking space.

Given the recently published Mayor's Cycling Vision (March 2013) the use of cycling as a primary transport mode is likely to increase at a greater rate than hitherto expected, and greater importance must be attached to providing for it. In comparable situations in Europe cycle parking provision of 1000 spaces or more at railway stations is not uncommon. Simply relying on the planning application process will not make it sufficiently clear to developers of relevant sites that station cycle parking is a key land use that must be catered for. Nor will it give the council the necessary planning support it may need in the event of land acquisition being required.

The council state in their response to DS24(1) that "the London Plan 2011 provides relevant policies relating to the level of cycle parking provision". The only reference to station cycle parking is at page A31 which states "TfL has adopted cycle parking standards for its own schemes and these should form the basis for standards in LDFs." The TfL standard for a tube terminus is one cycle parking space per 150 entrants. Crossrail predict 15,200 passengers entering Ealing Broadway station during the morning peak, which would give a future requirement of 100 cycle parking spaces after Crossrail is open. However the council have already found it necessary to provide 233 cycle parking spaces (April 2013) – on the provision of which they are to be commended. Demand continues to increase. It will not suffice simply to rely on the London Plan, whose cycle parking standards were prepared a decade ago.

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Dear Mr Barton

14 August 2012

### **Draft Arcadia Supplementary Planning Document (SPD)**

Thank you for your letter of 9 July 2012 inviting our comments on the above.

First, we think it sensible to clarify the nomenclature used for street names. At present "The Broadway" refers to two sections of road – the section of A4020 past WHSmith, and the section of B455 past the station. For clarity we suggest that throughout the SPD the terms "The Broadway (A4020)" and "The Broadway (B455)" are used, so that it will be clear which road is being referred to. To the east of the traffic signals where these two sections of Broadway meet, the A4020 is called "The Mall", and needs to be shown as such on figure 5.7 which currently shows this incorrectly.

The only mention of cycling in the document is on page 20, where a lack of cycling facilities within the town centre is noted. The SPD includes nothing to suggest how this lack might be addressed – a major omission.

ECC request that the following points relating to cycling be included in the SPD:

#### ***Provision for a 2-way cycle route on The Broadway (B455)***

The need for a northbound cycle route past the station has long been recognised. The council have in the past stated that this will need to be dealt with at the time the Arcadia site is developed – see attached letter dated 22 July 2008. The SPD includes mention of widening the footways for pedestrians on the Broadway under Principle 3 on page 20, but it appears from figure 5.1 that this only applies to The Broadway (A4020). There should be specific reference to widening of The Broadway (B455) required to accommodate this northbound cycle route.

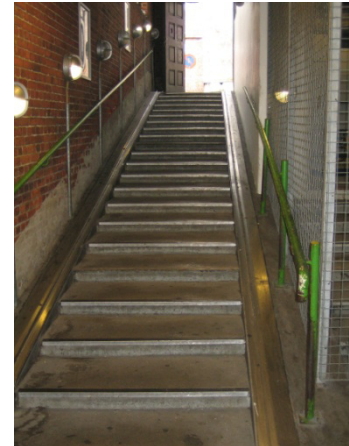
#### ***Provision of cycle parking for residents on the site***

A significant failure of the previous Arcadia scheme was the way in which cycle parking for residents was tucked away in corners of the basement car park. The design objective should be to make a journey from **apartment to cyclepark to street**

a lot easier and attractive than a journey from **apartment to carpark to street**. This test needs to be applied for each block of flats within the site.

***Possible use of basement voids for cycle parking***

If the railway is decked over, there may well be space at basement level below what is currently the BBC car park, which would be excavated when the foundations are built to support the decking. Such space would have limited commercial use, but could readily be used for secure cycle parking as an addition to the new Bike Hub facilities recently opened by the council. This possibility should be referred to in the SPD.



*Stepped ramp to lower ground  
secure cycle store, Copenhagen station*

All the above points were covered in our letter of 14 November 2007, a copy of which is attached for reference.

Yours sincerely,

P L B Mynors FICE FCIHT TPS  
Council Liaison Member

cc Colin McKenzie, LBE