

Ealing Development Management DPD Statement regarding Cycle Parking standards

The council's response states that the cycle parking standards set out in the DM DPD derive from the London Plan 2011 and are supported by the evidence base of that plan.

The London Plan's cycle parking standards were prepared a decade ago and have already had to be updated. An extract from "Early Minor Alterations to the London Plan 2011 - Cycle Parking Standards: Supporting Evidence Report February 2012" is attached. The standard for B1 use is being raised from 1:250m² to 1:150m² and the Ealing DPD should be amended to follow this.

With regard to residential cycle parking standards, there is clear evidence that cycle use is influenced by the level of cycle parking provision in the home. Paragraph 2.4 of the attached extract states: "Of those considering cycling in London, 45% cite lack of cycle parking at home as a barrier".

It is perverse that for any residential property with more than 3 beds the cycle parking provision should be the identical number. A house with 6 beds clearly needs more spaces than one with 3 beds. The council's response states that ECC's "suggested amendment relating to the number of residents in each residential unit would not be reasonable or enforceable as the number of residents per residential unit is not controlled by the planning system". However the council's standard is related to the number of beds, which must surely be equally unenforceable.

Earlier in 2013 ECC were in discussions with the council regarding the planning difficulties being experienced by residents who wished to install secure cycle storage in their front gardens. An important lesson learnt was that these difficulties would not have arisen if the properties had been designed with cycle parking in mind at the outset. Given that residential properties being built today should mostly still be in use a century or more into the future, we need to make the proper provision now. The cost will be very small compared with the car parking requirements stipulated by earlier generations.

21 April 2013

1. Purpose

- 1.1 This report accompanies the revised Table 6.3 Cycle Parking Standards, and changes to the accompanying text (paras 6.35, 6.36, 6A.3A, 6A.11 and 6A.12) within the London Plan Early Minor Alterations, November 2011.
- 1.2 The report summarises the evidence used to support the following revisions to the London Plan 2011:
- Revision of cycle parking standards for B1 Business Offices from a requirement of 1 parking space for every 250m² Gross Floor Area (GFA), to 1 space for every 150m².
 - Revision of cycle parking standards for health centres from a requirement of 1 parking space for every 50 staff, to 1 space for every 10 staff.
 - Inclusion of a cycle parking standard for student accommodation of 1 space for every 2 beds.
 - Reference to the requirement of an additional provision of cycle parking for staff and visitors for each development type.

2. Background

- 2.1 The Mayor's Transport Strategy 2010 (MTS) details the Mayor's aim to achieve a five per cent modal share for cycling by 2026 (currently two per cent), which equates to an approximate increase in cycling levels of 400 per cent compared to the 2000/01 baseline.
- 2.2 Cycle parking is an essential part of a package of measures required to achieve this aim. The MTS makes reference to cycle parking improvements in policies 54 e), 9 b) and 57 which specifically mention working via the planning and development control process to ensure provision of cycle parking to an adequate standard. In addition, the MTS references the Mayor's aim to secure the delivery of an additional 66,000 cycle parking spaces across London. Cycle parking spaces at new developments form an important part of this additional cycle parking provision.
- 2.3 Failure to provide adequate levels of cycle parking can deter people who already cycle from making more cycle trips, and those considering cycling to take it up as a mode of transport, limiting the potential to increase cycling's

mode share in London¹. Cycling and planning policy should therefore aim to remove this barrier for existing cyclists, and to offer enough additional capacity to encourage and provide for future increases in cycling.

- 2.4 A lack of safe and convenient places to leave bicycles is specifically cited as a reason for not commuting by bike in London. These findings suggest that additional parking at 'work end' and 'home end' could positively impact on the cycling levels of those considering cycling, but held back by a current lack of cycle parking facilities². Of those considering cycling in London, 45% cite lack of cycle parking at home as a barrier and 52% lack of cycle parking at the destination³. Research carried out by TfL has found that 42% of cyclists report being dissatisfied with cycle parking facilities in London⁴ and that dissatisfaction with facilities relates not only to the number of spaces, but the type of facility provided. Results from cycle parking occupancy surveys at office developments, demonstrate that the existing cycle parking standard does not provide adequate spaces to meet demand (see section 3.4).
- 2.5 The existing minimum cycle parking standards for new developments can be found within the July 2011 London Plan (Table 6.3. pg 207). These standards are based on those originally published by TfL in 2004. Since their publication, London's roads have seen an average increase in cycling trips of 5% per annum⁵, with a 150% increase in cycle trips on the Transport for London Road Network since 2001.
- 2.6 In summary, it is therefore important that the current cycle parking standards are reviewed in order to check they are representative of the current demand for cycle parking at different land uses in London, and provide enough capacity for encouraging further growth in cycling.

¹ TfL is also tackling other barriers to cycling including improving cycle safety through delivery of the Cycle Safety Action Plan to reduce the number of collisions on London's roads (<http://www.tfl.gov.uk/corporate/projectsandschemes/15480.aspx>); providing additional cycling infrastructure; and working in partnership with London's policing agencies to tackle cycle theft and security concerns through the delivery of the Cycle Security Plan (<http://www.tfl.gov.uk/corporate/projectsandschemes/15704.aspx>). A summary of TfL's cycling activity can be found in the Mayor's Cycling Revolution documents (<http://www.tfl.gov.uk/roadusers/cycling/15459.aspx>)

² Exploring perceptions of the Cycle Highways proposition - Qualitative research report, February 2009

³ TfL Cycling Behaviour Survey, October 2010

⁴ TfL: Street Management Customer Satisfaction Survey 2009. Sample all Cyclists (n = 258) and Powered two wheeler riders (n=62)

⁵ Travel in London report 3, p.55 cycle journey stages in London grew by 61% between 2001 and 2009