

Committee(s)	Dated:
Planning and Transportation	30 th March 2021
Subject: Short stay cycle parking in the City of London	Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	2, 4, 12
Does this proposal require extra revenue and/or capital spending?	N
If so, how much?	£n/a
What is the source of Funding?	n/a
Has this Funding Source been agreed with the Chamberlain's Department?	n/a
Report of: Interim Chief Planning and Development Officer	For Information
Report author: Lucy Foreman	

Summary

The London Plan requires developments to provide cycle parking at least in line with Table 10.2 (in the London Plan). Members have requested information on the number of short stay cycle parking spaces that have been secured through planning applications in the last year, compared to the number of short stay cycle parking spaces that were required based on the standards in the London Plan. The data shows that there is a shortfall of around 727 short stay cycle parking spaces secured through developments compared to the London Plan standards. The report sets out proposals to increase the number of short stay cycle parking spaces in the City of London to be funded by future developments which do not meet the London Plan standards.

Recommendation(s)

Members are asked to note the contents of this report.

Main Report

Background

1. Policy T5 in the London Plan states that 'development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle'. This should be achieved by 'securing the provision of appropriate levels of cycle parking which should be fit for purpose, secure and well-located'¹. The London Plan sets specific standards for developments to meet, which is summarised in Table 1. The current City Plan 2015 Policy DM 16.3 requires on-street cycle parking in suitable locations to meet the needs of people cycling. The current City Plan 2015 Policy DM 16.3 and the emerging City Plan 2036 Policy AT3, require developments to provide cycle parking for occupiers and visitors, complying with London Plan standards.

¹ The London Plan (2021) https://www.london.gov.uk/sites/default/files/the_london_plan_2021.pdf

Table 1: this shows the minimum cycle parking standards for A and B use class (source: the London Plan)

Use Class		Long stay	Short Stay
A	Food retail	1 space / 175sqm	1 space / 20sqm for first 750sqm (1 space /150sqm thereafter)
	Non-food retail	1 space / 250sqm	1 space / 60sqm for first 1000sqm (1 space /500sqm thereafter)
B	Office	1 space / 75sqm	1 space / 500sqm for first 5,000sqm (1 space / 5,000sqm thereafter)

2. The City of London (City) is committed to providing excellent facilities for people who choose to cycle, and this is shown in the City of London Transport Strategy. Proposal 25 aims to 'Increase the amount of cycle parking in the City', and Proposal 26 states we will 'Ensure new developments contribute to improving the experience of cycling in the City'. We specifically state that we aim to 'ensure all new developments provide secure cycle parking facilities, that are at least in line with the London Plan's minimum standards.'
3. Short stay cycle parking is described as parking that is 'available for shoppers, customers, messengers and other visitors, and must be convenient and readily accessible. It must have step-free access and be located within 15 metres of the main entrance wherever possible.'
4. We have a programme to increase public cycle parking within our Strategic Transportation section. The existing level of public cycle parking is shown in Table 2 below. We have also provided temporary cycle parking stands as part of our Covid-19 response, that could become permanent in due course.

Table 2: this shows the number of public cycle parking spaces on our streets and in our public car parks

	Number of spaces
Public cycle parking spaces on our streets	2720
Public cycle parking spaces in our car parks	385
Temporary Covid-19 cycle parking spaces on our streets	280
Temporary Covid-19 cycle parking spaces in our car parks	180
Total	3565

Current Position

5. In 2020 we secured 567 short stay cycle parking spaces as part of planning applications – in 50 developments. However, the London Plan standards required 1294 short stay cycle parking spaces, therefore there is a shortfall of 727 spaces (Table 3). Generally there is a deficit of short-stay cycle parking all over central London for various reasons, and this issue is not unique to the City.
6. The City is unlike many other London Local Authorities, it is constrained by its high density sites, lack of building curtilages, and we are often conflicted between maintaining comfortable pedestrian flows and providing cycle parking. Currently, we are also considering the future of our pavements and public realm post-covid, which is likely to include more al fresco dining options, as well as

active retail frontages opening out onto our pavements and public realm. Therefore, the decision to provide short stay cycle parking is not always straight forward, and is a multi-faceted planning balance.

7. Historically, we have requested that developments provide additional long stay cycle parking in lieu of short stay cycle parking (hence why the long stay cycle parking numbers in Table 3 are above the London Plan Standards). We also request that cycle parking is located in the public realm on highway as part of S278 agreements, where space allows.

Table 3: this shows the number of long stay and short stay cycle parking spaces secured through developments, compared to the London Plan requirements (between 1st January 2020 and 31st December 2020)

	Long stay cycle parking	Short stay cycle parking
London Plan requirements	4937	1294
Actual secured cycle parking	5112	567
Total	+175	-727

8. We have negotiated compliant short stay cycle parking on schemes where space allows, for example the applicants met or exceeded the short stay cycle parking standards on 2-3 Finsbury Avenue, 15 Minories (60 Aldgate), and we have negotiated full compliance on 31 Bury Street, and Custom House, which are currently under consideration. We will continue to negotiate with developers to provide the maximum amount of cycle parking possible.

Additional Measures Explored

9. Prior to the Covid-19 pandemic short stay cycle parking in the City was often fully utilised. The current Covid-19 pandemic has led to an increase in the number of people cycling. Therefore, when people return to the office, we expect short stay cycle parking to be in equally high demand. We recognise that there are opportunities to increase the number of short stay cycle parking spaces in the City, and as such we are taking a collaborative approach, working alongside strategic transport to use creative ways to increase short stay cycle parking.
10. Where developments cannot provide short stay cycle parking in line with the London Plan standards:
 - We are preparing a proposal for developers to pay a financial contribution for the cost of the cycle parking deficit
 - We have started requesting cycle parking hubs to be incorporated into large developments, a number of which are currently at planning application stage
 - We are working with the City of London surveyors regarding the potential to re-use vacant retail units as short term public cycle parking hubs (for example <https://www.carnaby.co.uk/bike-hub/> and St Saviour's Walk, Ealing)
 - We secure contributions for the TfL Cycle Hire scheme through planning consents (for example we have secured cycle hire contributions for 10 developments since 2014, equating to approximately £1.8million)

- We are also aware of opportunities in other redundant subterranean floorspace that could incorporate cycle parking or complimentary cycle facilities, such as cycle cafes
11. Relating to our business as usual:
- We are exploring the opportunity to make the temporary short stay cycle parking permanent (460 spaces)
 - We are looking at repurposing some space in underused existing public car parks, to provide more public cycle parking
 - We are also mindful that there may be further opportunities to provide permanent cycle parking stands on the new wider pavements that have been constructed as part of the Covid-19 response

Conclusion

12. Overall there has not been 100% compliance for short stay cycle parking for approved developments in the City based on the London Plan standards. We are currently working on a number of creative ways to provide more cycle parking to meet the expected demand, and are preparing proposals by liaising with Strategic Transport and the City of London Surveyors to understand costs, and buildability of future cycle parking.

Appendices

13. Appendix 1 – Short stay cycle parking deficit between 1st January 2020 and 15th February 2021 (13.5 months)

Report author

Lucy Foreman, Principal Transport Planner, DBE

E: lucy.foreman@cityoflondon.gov.uk

T: 07729000133

Appendix 1

Table 4: this shows the number of long stay and short stay cycle parking spaces secured through developments, compared to the London Plan requirements (between 1st January 2020 and 15th February 2021)

	Long stay cycle parking	Short stay cycle parking
London Plan requirements	4953	1360
Actual secured cycle parking	5166	567
Total	+213	-793