

<b>Committee(s)</b>	<b>Dated:</b>
Planning and Transportation	20th July 2021
<b>Subject:</b> Short stay public cycle parking in the City	<b>Public</b>
<b>Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?</b>	2, 4, 12
<b>Does this proposal require extra revenue and/or capital spending?</b>	N
<b>If so, how much?</b>	£n/a
<b>What is the source of Funding?</b>	n/a
<b>Has this Funding Source been agreed with the Chamberlain's Department?</b>	n/a
<b>Joint Report of:</b> Interim Director of the Built Environment and Director of Planning and Development	<b>For Decision</b>
<b>Report author:</b> Samantha Tharme and Lucy Foreman	

### Summary

On 30<sup>th</sup> March 2021 members of the Planning and Transportation committee considered a paper 'Short stay cycle parking in the City of London'. Members requested further details on the measures set out in the report to mitigate the short fall in visitor cycle parking within the curtilage of buildings by adding more parking in public locations. The measures being: ringfenced financial contributions from developers; commercially provided cycle hubs; use of City of London car parks and further on-street parking locations. This report contains more information on plans and progress for each of those and a recommendation to enable officers to secure developer contributions where appropriate.

The new Planning Obligation, Supplementary Planning Document states 'a particular concern is the need to make sufficient provision for active travel, including long and short stay cycle parking, within the development site, in line with London Plan and City Plan requirements. In exceptional circumstances a financial contribution may be accepted to make up for a shortfall in short stay cycle parking' – this will be policy from October 2021. It is therefore proposed that, in appropriate circumstances, officers negotiate a developer contribution for short stay cycle parking within the S106 agreement, in line with the new policy wording. Short stay parking is generally considered that suitable for visitors to a site, employee parking is usually catered for within buildings and the standards for this are currently being met (Table 1, Appendix 2).

The Planning Obligation, Supplementary Planning Document does not set out the type of circumstances that can be considered to be exceptional; and the purpose of this report is not to write planning policy. In most situations, officers would be unlikely to treat favourably the securing of a contribution in lieu of on-site visitor parking. Exceptional circumstances should only apply if officers are unable to secure adequate on-site visitor parking through negotiation. However, each application will need to be considered on its merits. It should be noted that if officers are enabled to take a firm stand on this matter, applicants are often able to identify space within their site.

## **Recommendation(s)**

Members are requested to:

- Delegate authority to officers to negotiate financial contributions for short stay cycle parking stands to be placed on the highway, when appropriate.
- Delegate authority to officers to investigate, design and install cycle parking infrastructure in appropriate locations, when funding is made available from developers under S106 contributions.

## **Main Report**

### **Background**

1. On 30<sup>th</sup> March 2021 members of the Planning and Transportation committee considered a paper 'Short stay cycle parking in the City of London'. Members requested further details on the measures set out in the report.

### **Current Position**

2. As requested by members, existing on street cycle parking is shown in Appendix 1. As noted in the report on 30<sup>th</sup> March, there is currently a projected short fall in the number of short stay / visitor parking associated with new developments of 727 spaces (for permissions granted between 1<sup>st</sup> January 2020 and 15<sup>th</sup> February 2021), as in Table 3 of the 30<sup>th</sup> March report and included in Appendix 2 of this report.

### **Additional Measures for increased public cycle parking**

3. In exceptional circumstances, when it is mutually agreed that developments cannot provide short stay cycle parking in line with the London Plan standards within their development, other options to provide short stay cycle parking will be explored. The alternative options are set out below:

### **Financial contributions from developers**

4. The new Planning Obligation, Supplementary Planning Document states 'a particular concern is the need to make sufficient provision for active travel, including long and short stay cycle parking, within the development site, in line with London Plan and City Plan requirements. In exceptional circumstances a financial contribution may be accepted to make up for a shortfall in short stay cycle parking' – this will be policy from October 2021.
5. It is proposed that in appropriate circumstances officers negotiate a developer contribution for short stay cycle parking within the S106 agreement, in line with the new policy wording. This is also in line with the London Plan which states 'Where it is not possible to provide suitable short-stay cycle parking off the public highway, the borough should work with stakeholders to identify an appropriate on-street location for the required provision. This may mean the reallocation of space from other uses such as on-street car parking'. Removal of on-street parking would need to be assessed for implications on other street users and revenue. Other areas of carriageway not currently used for

parking and that do not impact safe motor traffic movement may be identified as locations for cycle parking.

6. Whilst each application will be considered on its merits the justification of exceptional circumstances should normally be taken to mean that the nature of development cannot accommodate conveniently located space for visitor cycle parking internally, such as small-scale refurbishments or changes of use.
7. Major developments should meet the short stay cycle parking requirements within their site. Officers will not accept a financial contribution where short stay cycle parking requirements have not been factored into the design of major development proposals at the earliest stage.

### **Cycle parking hubs**

8. We are working with the development industry to explore 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).
9. Discussions have taken place with City Surveyors, the City Property Association and the City's Business Improvement Districts to understand the challenges and opportunities of this approach. A few locations are under consideration and will be taken forward if agreement can be reached.

### **City of London Car Parks**

10. There are currently 400 spaces in the City of London car parks which are undercover and relatively secure as car parks are staffed 24 hours. The quality and amount of parking space was reviewed and either upgraded or added to as a response to the Covid-19 pandemic and anticipating additional cycling numbers when people return to the office.
11. Whilst there is a reasonable amount of cycle parking the awareness of this is poor and the City Transportation team is working on additional signing to and within the car parks and promotion online and through appropriate networks. We aim to have additional signing in place by the end of 2021.
12. We are also in discussion with some commercial providers who supply secure cycle parking under a membership scheme. Should there be sufficient demand we can offer some underground car park space for rental by these commercial providers.

### **On-street cycle parking**

13. There are currently approximately 2700 on-street cycle parking spaces. The locations of which are shown in Appendix 1. A further 276 temporary cycle parking spaces were added as a response to the Covid-19 pandemic.
14. It has been recommended that a proportion of these temporary spaces will be made permanent under delegated powers for those sites not occupying car parking spaces. The remaining sites will be kept under review as the return to work continues. Surveys are planned later in 2021. It should be noted that some of these temporary spaces occupy car parking space which has implications for other street users as income and therefore may not be suitable to retain for cycle parking.
15. City Transportation are currently conducting an exercise to identify additional parking spaces for personal cycles, dockless hire cycles and e-scooters. The

aim is to increase personal cycle parking spaces by at least an additional 250 spaces, and dockless cycle parking and e-scooter spaces by 150 spaces each. These will be identified by Autumn 2021; implementation will be phased.

### **Data collection**

16. We plan to carry out cycle parking occupancy surveys in the Autumn 2021 and Spring 2022, providing the return to the office has stabilised. This will determine whether any further temporary spaces can and should be made permanent and to identify whether any additional parking is required beyond the 250 planned

## **Corporate & Strategic Implications**

### **Strategic implications**

17. This proposal supports the emerging Local Plan requirements under a new Planning Obligation, Supplementary Planning Document, which states ‘a particular concern is the need to make sufficient provision for active travel, including long and short stay cycle parking, within the development site, in line with London Plan and City Plan requirements. Transport Strategy Proposals 25 and 26 as adopted, are for the installation of further cycle parking, including that from new developments.

### **Financial implications**

18. This proposal seeks to support financial contributions to enable provision of public cycle parking at no additional cost to the City of London.

### **Resource implications**

19. This proposal seeks to meet the costs of officer time where required to provide additional public cycle parking associated with planning applications.

### **Legal implications**

20. The proposal will be in line with legal requirements for Section 106 agreements set out in the community Infrastructure Levy Regulations 2010. This regulation provides that a planning obligation may only constitute a reason for granting planning permission for the development if the obligation is:
  - (a) necessary to make the development acceptable in planning terms;
  - (b) directly related to the development; and
  - (c) fairly and reasonably related in scale and kind to the development.
21. A Section 106 contribution paid in connection with a development as a result of a deficit in on site short stay cycle parking, must be spent in accordance with the agreement itself and for the purpose for which it was taken.

### **Equalities implications**

22. An Equalities Impact Assessment was completed for the additional parking spaces installed during 2020. A further EQIA will be completed for any

additional spaces as described in this report. Equalities implications are also considered as part of the assessment of a planning application

### **Climate implications**

23. Provision of cycle parking to enable more people to cycle to the City supports the Climate Action Strategy.

### **Security implications**

24. None

### **Risk implications**

25. There are reputational risks to the City if it fails to secure sufficient parking in line with its own and London Plan guidance.

## **Conclusion**

26. It is recommended that permission is given to secure contributions to on-street cycle parking from developers. This will only be in the exceptional circumstances set out in the report and will not become an easy option for developers looking to export cycle parking onto the highway to achieve policy compliance, rather than find space within their development curtilage.

27. It should be noted that the City Transportation team is actively working on identifying new locations for on-street cycle parking in line with the Transport Strategy. An allocated fund to implement these as set out in this report would aid that. Provision of cycle parking supports the objectives of the City's Climate Action Strategy and the Transport Strategy

## **Appendices**

Appendix 1 – Map of on street cycle parking in the City

Appendix 2 - Table 1 Local Plan Standards and Cycle parking secured; Table 2 of installed cycle parking

## **Background Reports**

'Short stay cycle parking in the City of London' Planning & Transportation agenda item 6 30<sup>th</sup> March 2021. ([link](#))

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## Appendix 1 – Map of on street cycle parking in the City

## Appendix 2 -

London Plan cycle parking standards and Public cycle parking installed up to March 2021.

### Table 1:

Number of long stay and short stay cycle parking spaces secured through developments, compared to the London Plan requirements (between 1 st January 2020 and 31 st December 2020 )

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

### Table 2: .

Public cycle parking installed up to March 2021.

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 (Nov 2020)	280
Additional cycle parking spaces in our car parks (Nov 2020)	180
<b>Total</b>	<b>3565</b>