

Appendix B – Summary of issues raised in the consultation and how they have been addressed

The total number of submissions: 7

Name	Organisation	Nature of Rep	Summary	How addressed
Mike Claire	Hertfordshire Constabulary	Commenting	<ol style="list-style-type: none"> 1. For storage in garden sheds, the shed shackle to be promoted. 2. For secure storage for blocks of flats the entrance door to be BS PAS 24: 2016 or equivalent. 3. For public spaces: on page 12 at 'key Questions' additionally wording to include "Is there CCTV coverage to deter theft" 	<ul style="list-style-type: none"> • Agree to include wording to promote the use of shed shackle in gardens as recommended. Inserted on Page 9. Section 3.1 "For dwellings houses, private garden sheds or garages are sufficient <u>with the use of a shed shackle where possible</u> • Wording for secure storage for blocks of flats door standard has been included • the suggested question has been included in the 'Key Questions table on Page 12'"Is there CCTV coverage to deter theft"
Mr Ian Curran			<ol style="list-style-type: none"> 1. Fully support the need to provide good quality, secure storage for bicycles. For transport hubs an important need is to ensure the quantity of provision is also adequate and that capacity is monitored and growth planned and managed to keep up with demand. To look at the grossly overcrowded bicycle storage at Watford Junction to see that it is inadequate and constraining the shift to cycling from other, probably more polluting and less healthy, means of transport. Transport authorities should be required to monitor usage and expand provision as necessary 	<ul style="list-style-type: none"> • Comment acknowledged and have responded that further work on the amount of cycling provision required is being carried separately from the SPD.

Mr Mike Leslie			<ol style="list-style-type: none"> 1. Would like to see address to more than bicycles parking, Motor scooters as well as Motor bikes should have same resources as bicycles, somewhere for all two wheeled vehicles to be kept safe. It would be more popular than to regulate it to just one 	<ul style="list-style-type: none"> • Responded that this is a good point raised and that further work is being carried out to look at Power 2 wheelers as part of the Parking strategy work.
Alice Eggeling	Historic England		<ol style="list-style-type: none"> 1. Welcomes the encouragement and support of cycling: any transport mode that reduces the harmful polluting effects of motor vehicles and supports places for people rather than cars is supported in terms of heritage value. Would however welcome recognition within the document that cycle parking should be designed and located with respect to the historic environment, particularly the effect of cycle parking solutions on the character and appearance of conservation areas, other heritage assets and in particular, their settings. Covered cycle racks in particular, which can be substantial structures, should and be well positioned to preserve or enhance the significance of any nearby heritage assets and contribute to positive place making. This should extend to the ground surfaces, colour and materials. 2. Notes that the SPD encourages cycle parking to be located as close to retail entrances as possible and we request that this is caveated as follows; Parking should be located as close as possible to the main entrance where appropriate to the historic environment 	<ul style="list-style-type: none"> • Text included in the Introduction Section, on Section 2 and on P.18 Section 4.

Odette Carter	Hertfordshire County Council		<ol style="list-style-type: none"> 1. Welcomes the publication of the SPD on Cycle Parking. It is positive that the council recognises the importance of cycle parking at the origin and destination, for different types of user. However we suggest a number of improvements to make the guidance clearer and to ensure that adequate, attractive, and secure cycle parking is provided in new developments. We recommend that you look at Cambridge City Council's Cycle Parking Guide for Residential Development as a good example and for ideas on how this SPD can be improved. Specific comments are provided in the full response attached. To make it clearer, I suggest breaking down the section by type of residential development with clear guidance of the expected provision for each. For instance: <ul style="list-style-type: none"> - Flats/apartment buildings - Individual dwelling houses with garage - Individual dwelling houses without garage - Houses in Multiple Occupancy and conversions of existing properties may need special consideration. 2. Page 4. Para 7. Amendments to text: 'Cycle parking should be <u>is</u> an essential part of a development' 3. 1st bullet point. Although 'within the footprint of the building' may apply to blocks of flats, what about houses with detached garages, sheds, or conversions? Need to set out the expectation clearly. 3rd bullet point. Access routes between the highway and the cycle storage should be lit 4. Para 4. Support the principle of cycle storage areas needing to be easy to access to / from the highway and to avoid stairs (even with wheeling channels, as these would be a barrier to usage for some). However the text specifies 'level access to this area from the entrance'. Please clarify if this means entrance to the building, or entrance to the basement? Basement parking areas would need to reach ground level with a ramp. If 	<ul style="list-style-type: none"> • Additional headings included for clearer guidance to developments in residential settings on Section 3.1 p.8 &9. It is also noted that the comment re: HMO is covered, case by case within the SPD. • Suggested wording included on Page 4. Para 7. 'Cycle parking is an essential part of a development' • Wording changed on Page 7. Section 3.1 to set out the expectations more clearly 1st Bullet point changed to <ul style="list-style-type: none"> • Parking provision should be within the curtilage of the dwelling 3rd Bullet point changed to Access routes between the highway and the cycle storage should be well lit • Insert some wording to the paragraph on Page 7. This area should be located on the ground... <u>Ideally</u> there should be a level <u>stair-free level or ramped</u> access to this area from the entrance with no stairs and with suitably wide corridors and access points to allow easy
---------------	------------------------------	--	--	--

			<p>wheeling ramps on stairs are needed, they should be as shallow as possible.</p> <ol style="list-style-type: none"> 5. Query use of the photo of these wheeling ramps – I would consider this a poor solution due to the gradients involved. Any photos included should be exemplary to illustrate what can be done. (See Fig 29 in Cambridge City Council’s guidance). 6. Key questions. Rewrite final question: ‘Is there secure, resident-only access to the cycle store?’ 7. Electric-assisted cycles are becoming increasingly popular and have the potential to 8. 3rd bullet. Not all cycle stores will be under 'natural surveillance' – e.g. if integrated in the building. Or does this only apply to non-integrated communal stores? 9. Add another bullet point: 'Storage areas and access route to them should be well lit' (This applies to all communal storage facilities, as well as storage areas in residential blocks). 10. Para 3. There is some mismatch between this paragraph and the principles bullet points. Be clear on expectations of larger employment sites vs. smaller offices/units 11. Key questions. Some typos and grammatical errors. 12. Electric-assisted cycles are becoming increasingly popular and have the potential to open up cycling to a much wider population for utility journeys in particular. Large employers should be encouraged to provide electric cycle charging equipment within secure communal cycle storage. 13. Key questions. Delete final question (relating to residential access). 14. Need to recognise that there is a need to provide secure storage for employees (as per 3.2) as well as customers/service users. 15. Questions if this section targets short term/customer cycle parking. Para 2. Agrees that for short visits, standard stands conveniently located near the entrance 	<p>movement of cycles to and from the public highway.</p> <ul style="list-style-type: none"> • Replace the image on Page 8. with additional wording to describe the photo included “...If stairs are walkable, wheeling ramps should be as shallow as possible.” • Heading included to highlight <u>Visitor Parking for residential blocks</u> • Change to Key questions. Section 3.1 p. 9 final question: ‘Is there secure, resident-only access to the cycle store?’ • New para inserted at the end of section 3.1 p.9 Electric-assisted cycles are becoming increasingly popular and have the potential to open up cycling to a much wider population for utility journeys in particular. Consideration should be given to providing electric cycle charging equipment within secure communal cycle storage in residential development (apartment buildings) for residents’ • Word change to bullet point on Section 3.2 page 9 “constantly under natural and or electronic surveillance.” • Section 3.2 p.10 additional bullet point added: 'Storage
--	--	--	---	---

			<p>and easily visible are often the best and most attractive option for users. However, especially for larger premises/destinations, some covered racks in addition would be preferable where these can be provided.</p> <p>16. Would benefit from definition of Transport Hub so it is clear what locations it pertains to.</p> <p>17. Some principles are mentioned in the following paragraphs but not included in the list of principles. eg. Suitable for D locks, covered/sheltered from the elements. 1st bullet point. Specifies a locked compound or covered area. Secure compounds are desirable as an option where these can be provided – most appropriate for larger rail stations and bus stations. However very visible, easy to find stands/racks very near the entrance should also be provided, including some covered. Should ideally have facilities to suit different preferences.</p> <p>18. Mismatch with paragraphs and photo on p11 which refer to stands and racks near station entrance. Photo captioned 'Secure communal access...'. Does this belong in the transport hubs section or elsewhere?</p> <p>19. Para 3. Cycle parking provision should also include a proportion which can accommodate 'non-standard' cycles - such as cargo bikes, tricycles, adapted cycles, tandems and bikes with child trailers or trailer bikes. See fig 2.2.4.1 in Highways England's Interim Advice Note 195/16 - Cycle Traffic and the Strategic Road Network.</p> <p>20. Para 4. The specification for large item storage is unlikely to be adequate for larger, family-sized flats. The dimensions specified (1.4m x 2m) would probably give you only enough space for 2 side-by-side whilst still being able to get them out, and less if buggies etc. are also stored there. Furthermore, with this type of facility there is no opportunity for residents to make use of cycle storage space not being used by other residents. Additional space for such developments would be better. The Local Plan part 2 Appendix H only requires</p>	<p>areas and access route to them should be well lit'</p> <ul style="list-style-type: none"> • The main body of text in Section 3.2 p.10 - have used bullet points to create headings to highlight & differentiate between the guidance in paragraph 3. • Corrections to typos in 'Key Questions' in Section 2 on p.10/11 Question 4 Is the <u>there</u> sufficient natural surveillance? Question 5 Is there sufficient and access arrangements to <u>the</u> cycle area? Question 6 Are there good connections to <u>the</u> public highway? • New para at the end of section(s) to include “Electric-assisted cycles are becoming increasingly popular and have the potential to open up cycling to a much wider population for utility journeys in particular. Large employers should be encouraged to provide electric cycle charging equipment within secure communal cycle storage.” • Final question (relating to residential access). In Section 3.3 p.12 deleted. • Additional sentence added in Section 3.3 page 11. To include Longer term secure
--	--	--	---	---

			<p>one space per unit - future policy should aim higher.</p> <p>21. Para 6. Support the stated dimensions of a standard bicycle footprint (2000mm x 1000m) - which would give enough to access and unlock a bike when stand is full and including paniers/baskets, child seats, and recognising bikes on a single stand will be staggered. However, storage facilities should also provide some spaces that would accommodate non-standard cycles (as stated above).</p> <p>22. Photo captioned 'A typical stand...' There doesn't seem to be 1000mm between the stands in this photo, as the guidance specifies. The photo also shows stands with poor colour differential relative to the paving - which is problematic for people with impaired vision. The guidance should include some advice on this, particularly for stands that will be in public realm areas.</p> <p>23. Agree with the potential benefits listed (some of which relate to increasing cycling trips not cycle parking directly), but the fundamental point is: Sufficient, convenient, secure and attractive cycle parking at the start and end of a journey is necessary for people to choose to cycle that journey. The potential benefits of increased cycling cannot be realised without it.</p>	<p>parking need for employees, in line with the requirements in Section 3.2 as well as for customers/service users...etc.</p> <ul style="list-style-type: none"> • A definition for transport hub. On Section 3.4 p.12 Text included... "A transport hub is a structured site/place where passengers exchange between various modes of transport..." • Update to the list of principles as recommended. In section 3.4 p.12 <ul style="list-style-type: none"> ○ A mix of a secure locked compound or covered area where these can be provided ○ Must be overlooked Very visible, easy to find stands/racks and near the main entrance ○ Should ideally have facilities to suit different preferences ○ Clear connection to road or cycle paths • The photo has been taken out of the section Have included the recommendation at the end of section(s) Para 3 p.12 that Cycle parking provision should also
--	--	--	--	--

				<p>include a proportion which can accommodate 'non-standard' cycles – such as cargo bikes, tricycles, adapted cycles, tandems and bikes with child trailers or trailer</p> <ul style="list-style-type: none"> • Agree with comment made and have added wording in Section 4.0 p.14" ...Larger storage will be encouraged to accommodate larger units where required for family-sized flats." • Insert a better example picture on page 16 • Replace the 1st bullet point with as recommended on P18. Section 5. Sufficient, convenient, secure and attractive cycle parking at the start and end of a journey is necessary for people to choose to cycle that journey. The potential benefits of increased cycling cannot be realised without it.
--	--	--	--	--

Mr Richard Carr	TFL		<ol style="list-style-type: none"> 1. Based on experience in supporting increased cycling in London, TfL recommends that the SPD reflects good practice for cycle parking as set out in the relevant chapter of the London Cycle Design Network Guidance available on TfL's website at http://content.tfl.gov.uk/lcds-chapter8-cycleparking.pdf Although not a TfL document, good practice guidance prepared for Westrans - a group of West London boroughs may also be of interest. It is available http://www.westtrans.org/WLA/wt2.nsf/Files/WT-178/\$file/West+London+Cycle+Parking+Guidance+2016.pdf 	Comment noted and SPD has been updated accordingly
Mr Richard Haywood			<ol style="list-style-type: none"> 1. Would like to see added to the transport hub section is that: "Bicycle storage should be provided for free and with low barriers to entry e.g. not having to request access to a bike store or purchase a key" 2. Finally there is no indication as a ratio of bike spaces at transport hub or Employment and Education for a given number of daily users. Without such a figure places could put up an inappropriately small number of places for bike storage which will quickly be used up. This is shown at Watford Met where insufficient bike storage is provided. 	<ul style="list-style-type: none"> • Comment has been added to the section • Acknowledge comment and have responded to say that we are currently reviewing parking standards which will include the quantity of spaces to be provided. This work will inform the Local Plan.