

PART A

Report to: Cabinet
Date of meeting: 3 July 2017
Report of: Deputy Managing Director
Title: Cycle Parking Supplementary Planning Document

1.0 Summary

- 1.1 A draft Cycle Parking Supplementary Planning Document (SPD) was published for consultation from 27th February to 10th April 2017.
- 1.2 The SPD supplements policies in the adopted Development Plan (the Local Plan Core Strategy and saved policies of the Watford District Plan 2000) by providing additional guidance on the design, size and location of secure storage for pedal cycles and other large items in new developments. The provision of convenient and secure storage at home and at destinations is seen as an important element in encouraging cycle ownership and usage.
- 1.3 The draft SPD has been revised in light of comments received and is now proposed for adoption.

2.0 Recommendations

- 2.1 That Cabinet approve the Cycle Parking Supplementary Planning Document
- 2.2 That Cabinet agree that minor changes ahead of publication can be agreed by the Deputy Managing Director in consultation with the Portfolio Holder for Planning .

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Report approved by: Nick Fenwick, Deputy Managing Director

3.0 **Detailed proposal**

- 3.1 A Supplementary Planning Document on Cycle Parking was published for consultation from 27 February to 10 April 2017.
- 3.2 The SPD supplements policies T3, T4 and UD1 of the Local Plan Core Strategy and saved policy T10 of the Watford District Plan 2000. The SPD should be read alongside the latest parking standards.
- 3.3 The SPD provides additional information on the design, size and location of storage for cycles and other large items to ensure it is both convenient to use and secure, in order to encourage cycle ownership and use. There is specific guidance relating to different uses – residential; employment and educational; retail, leisure and community; and transport hubs. The full document is at Appendix A to this report.
- 3.4 **Consultation:**
- 3.5 35 comments were received from 7 organisations and individuals. These are summarised below. More detail is available in the summary table of issues raised and how they have been addressed at Appendix B

Police asked for additional security standards including :

- a shed shackle (for garden sheds)
- that entrance doors to communal storage meet BS PAS24: 2016 or equivalent
- CCTV coverage for cycle parking in public places

Historic England asked for reference to the need to respect the historic environment in terms of design and location.

Herts County Council welcomed the SPD and made a number of suggestions to improve clarity, recommending Cambridge City Council's SPD as a good example. Suggestions include:

- Specific guidance for different types of residential property – e.g. flats, individual dwelling with garage, individual dwellings without garage, HMO, conversions
- Removing or changing some of the photos (also suggested by another

respondent)

- Providing electric cycle charging equipment
- Require access to storage to be well lit
- Need for cycle provision for employees as well as customers/service users (for shops etc)
- Need to make provision for non-standard cycles such as cargo bikes, tricycles, adapted bikes, tandems, trailer bikes or bikes with child trailers
- Large item storage size insufficient for family sized flats. Having separate storage offers less scope for families with more bikes to use space not used by other residents.
- 1 space per unit too low a standard moving forward
- Other wording suggestions for clarity/consistency

TFL recommend looking at the London Cycle Design Network Guidance as good practice as well as guidance from Westrans.

Other comments include:

- Need to monitor and increase provision as needed – e.g. of underprovision at Watford Junction. Another person made similar comment re Watford Met station and asked for a ratio of users to spaces.
- What about motor scooters and motor bikes?
- Cycles storage at cycle hubs should be provided for free and easy to use (i.e. without having to ask or obtain a key)

3.6

Changes have been made to the draft document in light of the comments as far as possible. The SPD focuses on the design, size and location of cycle storage. The quantity of provision is currently covered in the Local Plan. A separate piece of work is underway to assess parking standards – which will include provision for pedal cycles and powered two wheelers as well as car parking. This work will inform standards in the Local Plan Review and any future relevant SPD.

4.0 Implications

4.1 Financial

- 4.1.1 The Shared Director of Finance comments that there are no financial implications in this report.

4.2 Legal Issues (Monitoring Officer)

- 4.2.1 The Head of Democracy and Governance comments that the Supplementary Planning Document will be used by Development Management when determining planning applications.

4.3 Equalities/Human Rights

- 4.3.1 The Local Plan policies supplemented by this guidance were subject to Equalities Impact Assessment as part of the Local Plan process. No likely significant effects were identified.

4.4 Community Safety/Crime and Disorder

- 4.4.1 Comments from the police have been taken into account and the SPD amended to include reference to particular security standards. The SPD is intended to ensure that cycle provision is secure, and to deter bike theft.

4.5 Sustainability

- 4.5.1 The Local Plan policies supplemented by this SPD were subject to sustainability appraisal as part of plan preparation. Measures to encourage the choice of cycles as a mode of transport rather than the car are positive in sustainability terms and could have a beneficial impact on congestion and air pollution.

Appendices

- A: Cycle Parking SPD
- B: Summary of issues raised during the consultation and how they have been addressed

Background Papers

No papers were used in the preparation of this report