

Examination of Draft Revised Lambeth Local Plan 2020-2035

Inspector's Matters Issues and Questions: Statement on behalf of Grainger Plc (R068)

Matter 6 - Transport and Communications

6.2 Sustainable Transport:

- (ii) *Are cycling requirements for new developments in Policy T3 (cycling), including 25% of cycling racks to be Sheffield stands, justified and realistic?*

The requirement for a quarter of spaces of all cycle space to be Sheffield Stands would substantially increase the already very large areas that need to be given over to cycle parking provision, particularly in residential developments. In order to accommodate the substantially increased numbers of cycles required, larger residential developments need to construct basements and/or give over large parts of the ground floor to accommodate cycle spaces. Substantially increasing the area required to accommodate those spaces, by insisting that a quarter comprise Sheffield Stands, would increase the cost significantly and impose an additional financial burden on residential development, without any justification having been provided.

In response to the objection lodged by Grainger, the Council merely advises that it considers that *"The provision of 25% in the form of Sheffield type stands, incorporating the disabled cycle parking requirement, is considered an appropriate balance"*.

The London Plan 2016 does not have a requirement for a set proportion of spaces to be Sheffield type stands and simply advises in paragraph 6a.13 that *"consideration should be given to providing spaces accessible to less conventional bicycle types"*. The Intend to Publish London Plan has no policy requirement for a set proportion either, but paragraph 10.5.5 advises that cycle parking areas should allow easy access and provide facilities for disabled cyclists, explaining that this could include identifying cycling parking opportunities for people using adapted cycles as well as for other non-standard cycles.

In the absence of any policy requirement, consideration should be given to The London Cycling Design Standards. Chapter 8 on cycle parking makes a number of references to cycle parking being fully accessible, for all types of cycle. Sub-section 8.2.1 on 'Cycle Parking for All' explains that cycle parking needs to take account of all user needs so as not to exclude or disadvantage riders, including those who use hand cycles, tricycles, tandems and models adapted to suit the rider's specific needs, as well as cargo cycles. It states that *"It is recommended that at least 5% of all spaces should be capable of accommodating a larger cycle."*

Against this background, Grainger Plc continues to support the provision of 5% of the total parking provision for larger and adapted cycles, but finds that the further requirement for 25% to be Sheffield stands is unjustified and should be deleted.