

PFL Spaces comments

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General comment on the policy:

For some commercial buildings in Central London there may be some flexibility on reaching the London Plan minimum parking numbers, due to relatively small building footprints.

It is our recommendation that such flexibility should only be allowed when properly certified and spaced racks have been specified into and exhausted the available space.

That said, to avoid stifling innovation, we'd recommend including a comment that the London Plan parking requirements are not completely steadfast and developers should have the opportunity to put forward alternate offerings, to be judged on a case-by-case basis. A database of projects that have been granted exceptions could be compiled for reference. There should also be an ability to submit a plan to hit the London Plan numbers based on future proofing / phased construction expansion plans.

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Re: LCDS

Section 10.5.5 which relates to the LCDS 8.2.1 - “It is recommended that at least 5 per cent of all spaces should be capable of accommodating a larger cycle.”

From our experience in visiting, designing and receiving feedback on bike parking areas this requirement is excessive. We think that 1% of all spaces with minimum of 1 space is sufficient.

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Lockers - We recommend that the locker provision should be at least 1:1 with cycle spaces but ideally higher. From our experience in delivering facilities into commercial buildings, we have certainly seen demand for a higher ratio.

Showers - we'd recommend flexible shower arrangements (which allow for skews in gender). With the growing normalisation of cycling as a method of travel in London, we anticipate that not everyone will want to shower. A 7.5% provision instead of 10% should prove adequate in our opinion.

Folding bikes represent a big mode share, particularly in Central London. We firmly believe that the provision of space for these bikes should contribute towards numbers for both residential & commercial developments.

There has been precedent in which folding bike provision has been included in proposals and subsequently approved as a contributing portion of the overall cycle parking offering e.g. 22 Bishopsgate.

Most bike racks are not designed to accommodate folding bikes and it can be awkward to securely lock them.

For buildings in which space is restricted, an allocation of folding bike storage to reflect the mode share would assist developers in reaching the minimum parking provision due to the efficient space saving storage options on the market. Although folding bikes allow for storage and carriage to offices / apartments, often building management does not and they end up in building basements.

Folding bikes are the only type of bicycle allowed on certain trains and to increase and facilitate bike journeys as part of multi-mode share, we would argue that dedicated parking spaces would encourage the use of bikes.