

Cycling UK Stevenage comment on 23/00809/FP

15 Buckthorn Avenue, Stevenage Herts – Change of use to Large HMO

Our objection is related to the provision of cycle parking which is not in line with the SBC Parking and Sustainable Transport SPD para 1.29 “the Council is keen to encourage all residents to cycle or walk as their primary mode of transport.”

The table in SPD para 7.1 indicates that the cycle parking standard for Houses in Multiple Occupation is 1 space per bedroom – so 8 spaces are required for this development.

The plan for this application shows a “vertical bike shed” for 8 bicycles in the rear yard which is the required number.

However, SPD para 7.7 states: Shared cycle parking facilities should be secure and convenient to use. The requirement for a bicycle to be hung – above head height for many people – means that this provision is not convenient to use.

The nature of the provision is wholly against SPD para 7.8 which states:

“Some forms of cycle parking are inappropriate for all cyclists or all forms of cycles that cyclists use. For example, "double decker" parks are inaccessible for those that ride adapted bikes or less traditional bike such as a recumbent. The type of parking installed should be designed to be used by anybody and should not prohibit certain users or bikes from use.”

The requirement for a cycle to be hung – above head height for many people – is entirely inappropriate. It will be very difficult to use for standard weight cycles and those with racks, panniers, and other attachments. It will be impossible to use for a bicycle with a child seat attached, a heavier e-bike or large cargo bicycle. Adapted cycles, tricycles and other non-standard cycles will not fit and in any case could not be manoeuvred through the narrow access gate and passageway, particularly if vehicles are parked in parking spaces 2 and 3. The process of lifting even a cycle will be impossible for many people and so will prohibit certain users from use.

This development is in Residential Accessibility Zone 2 as shown SPD para 2.1 which states that lower car ownership is likely. This current provision of for cycle parking is wholly inadequate, and will not encourage residents to cycle.