

Mr George Stow comments

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I support the endeavour to increase cycle parking and thereby encourage modal shift towards cycling, and the increase in cycle parking requirements is a very positive step in this direction

However, basing the cycle parking standards off the GEA of a development instead of the previously accepted internal floor areas causes an excessive hike in cycle provision requirements, and my concern is that this will lead to an overprovision of cycle stands in the streetscape, causing unnessecary street clutter, and too much cycle provision inside buildings, where space is already at a premium (it is London, after all).

I do not believe that the "calculation already takes into account that not all of the area covered by GEA will generate cycling trips.", as individual developments can vary greatly in their useful area-to-GEA ratio, and this cannot possibly be taken into account. This will result in developments with a lot of 'unused' area (due to plant, etc) having plentiful cycle stands that will never be used.

I would recommend continuing as before, basing the requirements off the usable internal areas. I would also like to wholly state my support for the increase in cycle parking provision requirements - just not based off GEA.