
From: paulabel

Sent: 19 November 2018 00:20

To: paul.seddon@nottinghamcity.co.uk; robert.percival@nottinghamcity.co.uk

Subject: New Central Library/Broadmarsh Bus Station Cycling Parking - Pedals statement

Dear Sirs

I am writing on behalf of Pedals, the cyclists' pressure group for the Nottingham area, in connection with Application Ref. No: 18/02038/PFUL3.

Pedals is concerned by the disappearance of secure cycle parking facilities from plans for the New Central Library and Bus Station development on the site of the old Broadmarsh Car Park.

The Old Broadmarsh Bus Station and Car Park (now demolished) contained a secure cycle parking facility with lockers. The loss of this facility without replacement and improvement would represent an unacceptable loss of secure cycle parking facilities in a key city centre area.

- Council policy states that a car parking development of this size must provide a minimum of 120 cycle stands - we want to make sure this is a condition of granting planning permission.
- Council policy states that they will pursue the development of secure bicycle parking facilities at public transport interchanges and bus stations.
- We want it to be convenient and hassle-free to go to the library by bike.

The revised plans do not contain details of any cycle parking. They do not meet Nottingham City Council's minimum standards for cycle parking as set out in the Local Plan which require a development providing 1208 car parking spaces to provide a minimum of 120 cycle stands.

Relevant Council policy -

"For retail, commercial and industrial premises, as well as places of assembly and entertainment, and public off street car parks, one secure (loop type) cycle parking stand will be required for every 10 car parking spaces. If the number of car parking spaces provided with the development will be lower than the maximum car parking level, then the number of cycle spaces will still be calculated as if the maximum car parking level was being applied. A higher level of provision will be sought at leisure centres or other facilities which attract a disproportionately high number of trips by bicycle, especially if they are in areas well served by cycle routes." Nottingham 'Saved' Local Plan (2005), Appendix 1, Section 7 - Cycle Parking)

The New Central Library, Bus Station and Car Park will be a transport interchange and should provide secure cycle parking facilities.

Relevant Council policy -

“Provision of cycle parking in well lit, secure and under cover locations will be sought wherever possible. The City Council will also pursue the provision of secure bicycle parking facilities at new railway and Nottingham Express Transit stations, and at public transport interchanges, bus stations and park and ride sites...” Nottingham ‘Saved’ Local Plan (2005), Appendix 1, Section 7 - Cycle Parking)

The overall increase in car parking spaces (29 more than the demolished Broadmarsh car park) and lack of cycle parking does not ensure that public transport users, walkers and cyclists will receive priority over car drivers.

Relevant Council policy -

“The maximum parking levels set out below are part of an integrated approach to transport which seeks a top quality integrated public transport system and in which public transport users, walkers and cyclists will receive priority over car drivers.” Nottingham ‘Saved’ Local Plan (2005), Appendix 1, Maximum Car Parking Levels, Cycle Standards and Servicing - Scope (p.111)

I would be grateful if you could acknowledge receipt of this submission.

Yours faithfully

Paul Abel