



UCL Cycle Parking Scheme

Phase 1 - 2020-21

17th June 2021

Planning Application to London Borough of Camden for the Installation of secure cycle shelter housing within the campus of University College London

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1. UCL Cycle parking scheme Phase 1 2020-21

Based in the heart of London, cycling is a healthy and effective means for our staff and students to get to UCL. UCL's Organisation Strategy, UCL 2034 has identified a key enabler as "delivering a sustainable estate", which includes how our community get to and across our buildings.

In 2019, UCL launched an ambitious new Sustainability Strategy 2021-2024, which includes an objective to "provide the infrastructure to enable healthy and active travel choices". The strategy also has key programmes for UCL to be carbon neutral by 2030 and transform Bloomsbury into a vibrant and liveable space by reintroducing nature. A cycle parking strategy can support both of these programmes.

Beyond UCL's own aims, London has experienced increased cycling levels year on year. On top of this trend, the COVID-19 pandemic has resulted in over 100% increase in cycle commuting in London. With these long term and short term trends, it is a critical time for UCL to review cycling provision.

Whilst UCL's 2016 Cycling Strategy still has some merit, the obvious "quick win" proposals it presented have already been built, leaving those that are not suitable or the space no longer available. This new cycling strategy addresses this, providing an updated set of project proposals.

As the campus reopens, cycling provision must also have the objective to support the student experience by providing an attractive alternative to public transport. Parking should enhance and integrate into the public realm, improving the look and feel of the campus. Furthermore, there are Camden Council section 106 planning requirements for UCL to increase cycle parking. This strategy would provide solutions to these requirements, and additionally seek to build an ongoing relationship for Camden to support cycling projects.

2. How the shelters will be used

Details of the shelters can be found below, however, the proposed installations will be secure, covered by CCTV (to be installed as part of the works) with access control which will be located on the shelter doors to prevent any non-staff/student entry. LED lighting will be installed within the shelters providing a more user friendly experience.

3. Locations identified within UCL 2020-21 financial budget

3 locations have been identified for development as part of UCL's financial budget of 2020-21 which requires a spend by the end of July 2021. These areas are:

- Quiet Contemplation Room 2 (QCR2) – Currently a solid foundation remains of where the previous QRC2 building used to be sited. As part of the agreement with Camden and the completion of the new student centre this building was removed, however, the foundation remains. This would be an ideal location to house a secure cycle shelter potentially housing 42 cycle parking spaces covered by CCTV, access control and LED lighting. This location will also provide level entry from the UCL 'turning circle' and will not require the use of stairs or lifting of cycles.
- Medawar – Within the area of the Medawar building there are two number shingle areas which currently include loose cycle parking in the form of 'toast racks' and vertical cycle stands. We would like to use these spaces to install not only secure cycle parking but also an installation that improves on the areas aesthetics, in keeping with the QCR2 proposal above and the existing QCR1 structure. These shelters would house 12 spaces each (24 combined) and would once again be covered by CCTV, access control and LED lighting providing an improved user friendly and confident method of storing cycles.

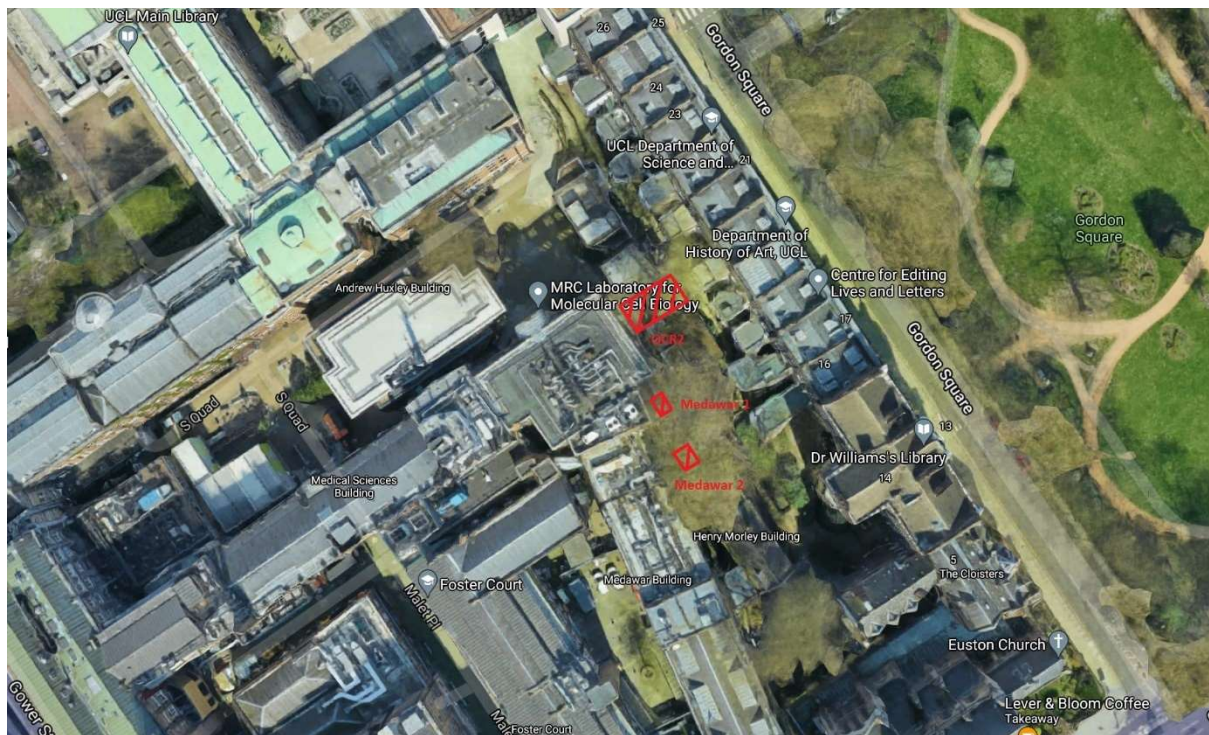
- Institute of Child Health (IoCH) – The IoCH building is not located directly within the heart of the UCL campus thus does not benefit from other cycle parking installations. Currently there is a vertical cycle parking installation adjacent to the main entrance which is exposed and vulnerable to theft which has been experienced on multiple occasions. Our proposal would be to use the existing base and install 2 no. bike hangers, this would then provide safe, secure cycle parking whilst not blocking the office windows that are located behind. To enable this installation and make it usable for cyclists, as part of the project we would need to remove the existing black railings directly Infront of the proposed area and also drop the kerb between the path and the base the cycle hangers would be located on.

Details and imagery of these individual areas can be found below

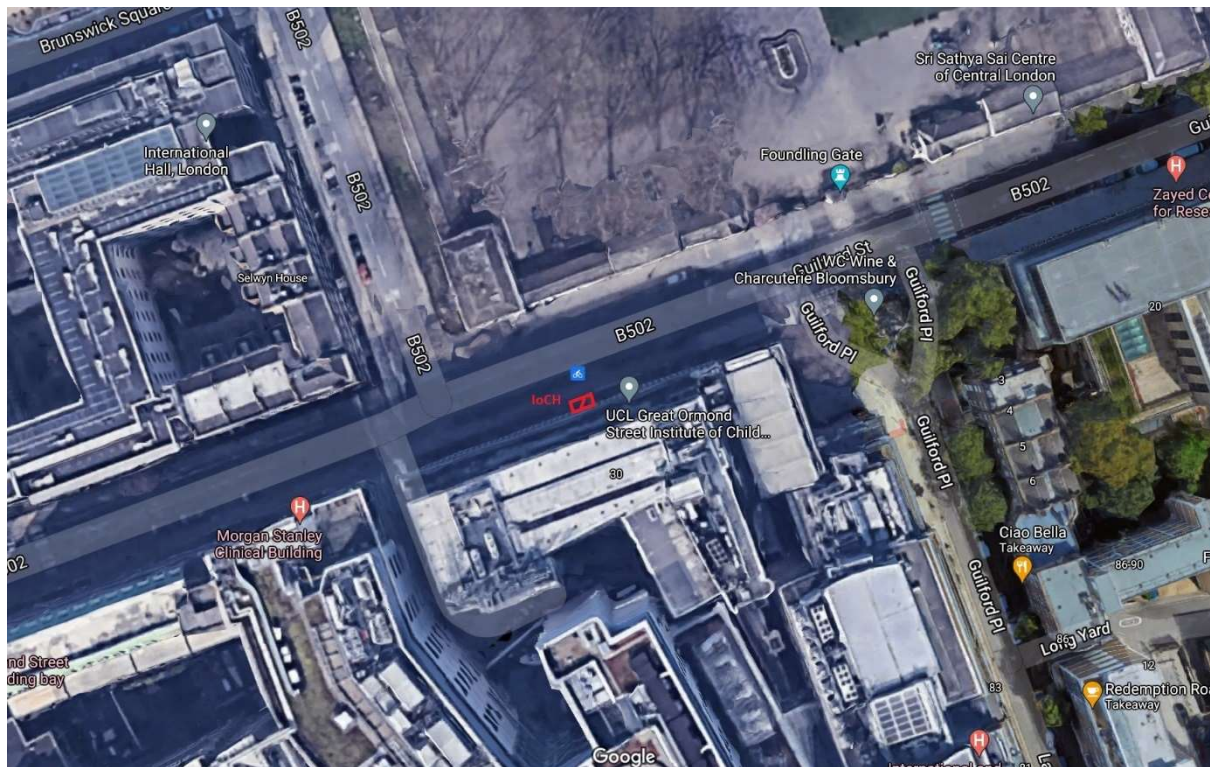
4. Site location plan

Please note that location CAD plans have been submitted as part of the application, However, please see below images of identified areas:

QCR2 and Medawar



IoCH



5. Dimensions and specifications of proposed cycle shelters

Please note that as part of the application all design information and drawings have been submitted separately along with specification sheets for cycle shelters.

QCR2

Existing area –



This area will be accessed via the existing pathway on the upper level located off of the UCL 'turning circle'. We will be using a bespoke FalcoLok lockable store clad in FSC hardwood to accommodate 42nr cycles using FalcoLevel Premium Plus two tier cycle racks.



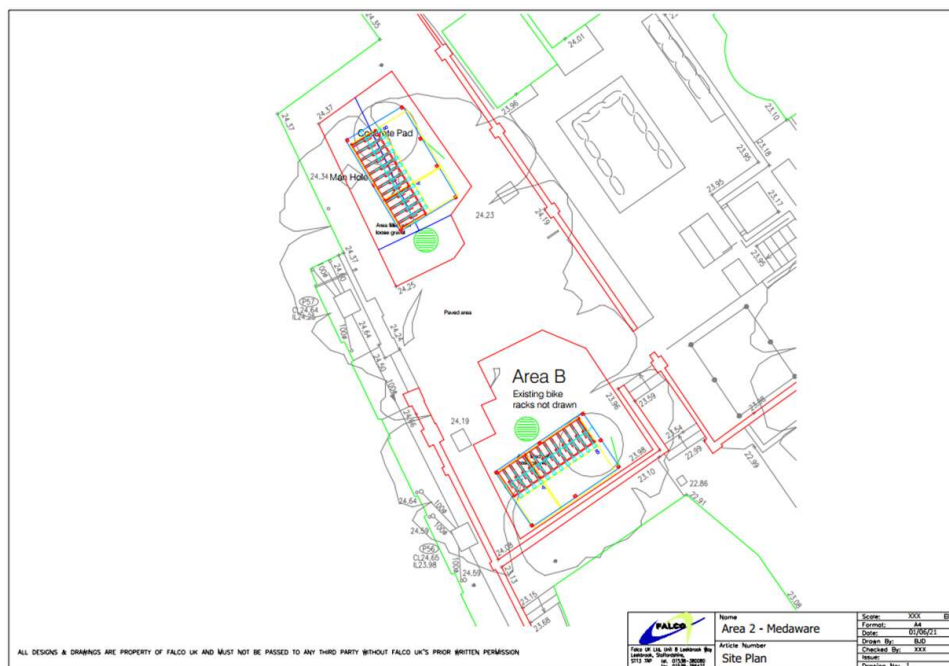
Medawar

Existing areas –



Proposal –

This area will also be accessed via the same existing upper path as the QCR2 above, as can be seen in the right hand photo. In this area we propose to fit 2 x FalcoLok 250 secure cycle stores clad in FSC hardwood to accommodate 12nr cycles each using FalcoVert Pro semi vertical cycle racks. The door positions on the shelters can be optimised to suit each area.





FALCOLOK-250

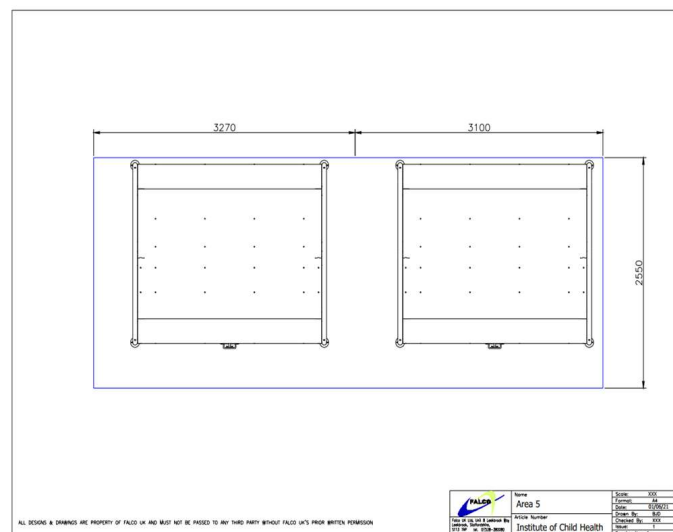
IoCH

Existing area –



Proposal –

We will provide secure cycle parking in this location by removing the existing railing, drop the kerbs and install 2 x FalcoPod cycle hangars to accommodate 12nr cycles. With the existing kerb dropped, the hangars will be directly accessible from the level pavement, however, will be sited within the UCL building boundary.



Typical cycle hanger, to be located within Institute of Child Health building boundary and not on public land/highway.

