

## **Appendix 1:**

### **Hackney's Car and Cycle Parking Standards**

**Table A1 Hackney Car Parking Standards**

**Car parking - maximum standard**

Land Use Category	Land Use	PTAL 3-4 (Maximum standard)	PTAL 1-2 (Maximum standard)
A1	Food Retail	Up to 1,000 sqm: No off-street parking provision. Over 1,000 sqm - less than 1 space per 750 sqm. No parking for employees will be considered.*	1 space per 750 sqm
A1	Non-food retail	Up to 1,000 sqm: No off-street parking provision. Over 1,000 sqm - less than 1 space per 500 sqm. No parking for employees will be considered.*	1 space per 750 sqm
A2	Financial / professional services	No off-street parking provision.	1 space per 750 sqm
A3-A5	Cafes and restaurants		
A3-A5	Drinking establishments		
A3-A5	Take-aways		
B1	Employment	No off-street parking provision with the exception of demonstrated operational need and provision for staff with disabilities.	1 space per 750 sqm GFA
B2/B8	Storage or distribution	No off-street parking provision with the exception of demonstrated operational need and provision for staff with disabilities. Provision for off-street servicing required above 1250 sqm.	1 space per 750 sqm GFA
C1	Hotels	No off-street parking provision with the exception of provision for staff and visitors with disabilities. 1 coach parking space per 50 bedrooms should be provided, and drop-off areas for taxis provided off-street, unless the Transport Assessment can demonstrate otherwise.	1 space per 20 beds for staff / visitors. 1 coach parking space per 50 bedrooms should be provided, and drop-off areas for taxis provided off-street where possible.
C2	Hospitals	Car free unless Transport Assessment can demonstrate otherwise. Disabled	Each site to be looked at individually

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C2	Care homes / secure accommodation	parking - Minimum 10% of proposed provision or minimum 2 wheelchair accessible spaces, whichever is greater. 1 coach parking space per 50 bedrooms should be provided, and drop-off areas for taxis provided off-street where possible, unless the Transport Assessment can demonstrate otherwise.	through the Transport Assessment and Travel Plan.
C2	Student accommodation		
C3	Residential	PTAL 4 - No off-street parking provision with the exception of 2 wheelchair accessible spaces.	Maximum of 0.35 spaces per dwelling and minimum of 10% of proposed provision or minimum 2 spaces to be wheelchair accessible spaces (whichever is greater)
		PTAL 3 (within CPZ) - Less than 0.20 spaces per dwelling and minimum of 10% of proposed provision or minimum 2 spaces to be wheelchair accessible spaces (whichever is greater)	
		PTAL 3 (outside CPZ) - Maximum of 0.35 spaces per dwelling and minimum of 10% of proposed provision or minimum 2 spaces to be wheelchair accessible spaces (whichever is greater).	
D1	Nurseries / schools (primary and secondary)	Each site to be looked at individually through the Transport Assessment and Travel Plan. Considerations to include location, availability of alternative parking areas and the nature of the operation. No employment parking will be considered unless a site falls outside of a CPZ, in which case levels will be based on a comprehensive assessment of demand, impact and broad policy consideration.	
D1	Universities and colleges		
D1	Health centre / dentist		
D1	Other (e.g. Library, church, etc.)		
D2	Other (e.g. Cinema, bingo, etc.)		
D2	Sports (e.g. Sports hall, swimming, gymnasium, etc.)		
Sui generis	As per most relevant other standard and best practice		

Notes:	<p>Parking Policy for PTAL 5-6: No off-street parking provision unless AAP policies stipulate otherwise.</p> <p>Disabled parking - Minimum 10% of proposed provision or minimum 2 spaces to be wheelchair accessible spaces.</p> <p>* The only exception to this approach will be to ensure that developments are accessible for disabled people In line with London Plan Policy 3C.23,</p>
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**Table A2 Cycle parking standards**

The cycle parking standards for new developments are shown below. All standards are minimum standards. A minimum of 2 spaces are required for all developments.

**Table A2. Hackney Cycle Parking Standards**

Land Use Category	Land Use	Cycle parking standard
A1	Food Retail	First 1,000 sqm - 1 space per 75 sqm for staff with minimum 2 spaces, 1 space per 100 sqm for visitors with minimum 2 spaces. Thereafter - 1 space per 300 sqm for staff and 1 space per 300 sqm for visitors.
A1	Non-food retail	
A2	Financial / professional services	
A3	Cafes and restaurants	
A4	Drinking establishments	
A5	Take-aways	
B1	Employment	1 space per 50 sqm for staff with minimum 2 spaces plus 1 space per 500 sqm for visitors with minimum 2 spaces
B2/B8	Storage or distribution	1 space per 300 sqm for staff and visitors
C1	Hotels	1 space per 8 bedrooms for staff plus 1 space per 20 bedrooms for visitors
C2	Hospitals	1 space per 3 staff (for staff and visitors)
C2	Care homes / secure accommodation	1 space per 3 staff with minimum 2 spaces for visitors
C2	Student accommodation	2 spaces per 3 bedspaces for residents plus 1 space per 10 bedspaces for visitors
C3	Residential	2 spaces per 3 bedspaces for residents plus 1 space per 10 bedspaces for visitors with 1 space per 25 units for visitors (minimum 2 spaces)
D1	Nurseries / schools	1 space per 4 staff plus 1 space per 7 students

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	(primary and secondary)	
D1	Universities and colleges	1 space per 4 staff plus 1 space per 3 peak time students
D1	Health centre / dentist	1 space per 3 staff (for staff and visitors)
D1	Other (e.g. Library, church, etc.)	1 space per 4 staff plus 1 space per 10 staff for visitors
D2	Other (e.g. Cinema, bingo, etc.)	1 space per 5 staff plus 1 space per 50 seats for visitors
D2	Sports (e.g. Sports hall, swimming, gymnasium, etc.)	1 space per 3 staff plus 1 space per 3 peak time visitors
Sui generis		As per most relevant other standard

### Notes;

Long-term cycle parking for staff, residents and other long-term visitors should be provided in secure facilities, with controlled access. Facilities should be protected from the elements, and access must be step-free.

Short-term cycle parking should be highly visible, easily accessible and provided as close to the main site entrance as possible. Where it is not practical or desirable to provide on-street visitor parking on the public highway, the planning authority will instead look for contributions to provide cycle parking in an appropriate location in the vicinity of the site.

All cycle parking should include a provision for mobility bicycles, tricycles (including those designed for carrying children and freight) and cycles with trailers. At least one accessible space should be provided in all developments. In schemes where more than 25 cycle parking spaces are provided, an additional accessible cycle parking space should be provided for every 25 cycle parking spaces (or part thereof).

The following types of cycle parking stands are acceptable for inclusion with new developments:

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- Sheffield stand or similar (including 'A' frame and 'CaMden' stands)

- Two-tiered systems (secure parking only)

More information on acceptable cycle parking design standards is set out in Appendix B of this report.

### Cycle lockers

In all cases, details of the proposed levels, location and the type of cycle parking stands to be provided should be submitted to the Planning Authority for prior approval, ideally supported by drawings showing that all spacing requirements are met.

It is recommended that all cycle parking provision be reviewed once occupancy levels reach in excess of 80%. This is to allow room for future growth and to prevent overcrowded cycle parking acting as a barrier to people cycling.

Where non-residential uses cannot accommodate visitor cycle parking on-site, Hackney Council may instead seek contributions to providing cycle parking in the public highway within the vicinity of the site in accordance with the Planning Contributions SPD.

Hackney Council may also consider contributions towards secure on-street residential parking in conventional terraced residential streets where internal space constraints mitigate against providing on-site provision.

## **Appendix 2**

### **Cycle Parking Design Guidance**







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## Cycle Parking Guidance



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January 2014

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This guidance document was jointly developed by Transport Initiatives and representatives of Bedfordshire Borough Council, Central Bedfordshire Council, Cambridge City Council, Cambridgeshire County Council, Lewisham Council, Southwark Council, Hillingdon Council, Hackney Council, York City Council and the Safer York Partnership and represents the consensus view of those involved. The views expressed are not necessarily those of Transport Initiatives.

*In partnership with:*



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# Cycle parking guidance

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# 1. Introduction and purpose of this document

Cycling is becoming increasingly recognised for the contribution it can make as a sustainable and healthy form of transport for trips within our towns and cities and between rural communities. To support this, local authorities all over the country have been putting considerable effort into providing measures that make the choice to cycle a more natural one. However, whilst there is a growing understanding of what makes for good cycle parking in the public realm, little thought has been given to what should be done where most journeys begin and end i.e. in the home and workplace. This document aims to meet this shortfall.

***“Providing enough convenient and secure cycle parking at people’s homes and other locations for both residents and visitors is critical to increasing the use of bicycles. In residential developments, designers should aim to make access to cycle storage at least as convenient as access to car parking.”***

*Manual for Streets, Department for Transport, 2007 (8.2.1)*

The purpose of this document is to give guidance on the nature and layout of cycle parking, and other security measures. It is primarily aimed at the delivery of parking to be provided as a consequence of new development, including retro-fit solutions as part of re-development. It also addresses issues of cycle parking in the public realm where planning obligations are to be met through this means by agreement with the local authority.

This guide is aimed at:

- 🚲 Developers and their agents;
- 🚲 Planning and highway engineering staff of the local authority;
- 🚲 Employers wishing to encourage and support cycling to work
- 🚲 Residents looking to find solutions to their own cycle parking challenges
- 🚲 Anyone else with an interest in this subject

This document cannot cover every potential parking situation or layout. Designers should not, therefore, rely simply on the information represented by the diagrams and summary tables etc. Instead, they should seek to understand the principles involved in order to be able to determine for themselves, from first principles, what solution best suits the needs of those who will use the parking for many years to come.

To achieve the best solutions, cycle parking needs to be considered early on in the design process. It is imperative that it forms an integral part of any planning application submission and is not treated as a secondary issue to be resolved by conditions.

Guidance on cycle parking equipment is provided at Appendix A. This is followed by this authority's standards for the level of parking to be provided for all classes of new development at Appendix B. Diagrams showing the swept path of cyclists turning their bicycles through a number of turns are included at Appendix C.

Note: This policy document sets out the requirements of this authority and takes precedence over other sources of guidance.