

Appendix 6 Cycling

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Table 6.1 sets out minimum cycle parking standards for development to be achieved under Policy DM8.4 (Walking and cycling).

Table 6.1 Minimum cycle parking standards

Use	Minimum number of spaces
A1 Retail	1 per 60m ²
A2 Financial and professional services	1 per 60m ²
A3 Restaurants and cafés	1 per 60m ²
A4 Drinking establishments	1 per 60m ²
A5 Hot food takeaways	1 per 50m ²
B1(a) Offices	1 per 80m ²
B1 other	1 per 250m ²
B2 General industry	1 per 400m ²
B8 Storage and distribution	1 per 400m ²
C1 Hotels	1 per 14 bedrooms
Hostels (Sui Generis)	1 per 4 beds
Care homes	1 per 3 staff (for staff and visitors)
Hospitals	1 per 3 employees (for staff and visitors)
Student accommodation	1 per 2 students
C3 Housing	1 per bedroom
Schools	1 per 7 staff plus 1 per 10 students
Higher education	1 per 7 staff plus 1 per 7 peak time students
Libraries	1 per 4 staff (for staff and visitors)
Health facilities / clinics	1 per 3 staff (for staff and visitors)
Community centres	1 per 3 staff (for staff and visitors)
Theatres and cinemas	1 per 50m ²
Leisure and sports	1 per 275m ²

Areas refer to Gross Internal Area floorspace. Proposals for uses not specifically covered by the cycle parking standards will be required to provide cycle parking in accordance with the most appropriate classification. Separate parking shall be provided for employee and visitor/public use. Staff parking is required to be located on site. Visitor parking may be appropriate within the public realm. Mixed-use developments shall provide separate cycle parking for the different uses.

Housing refers to conventional housing, student housing and Houses in Multiple Occupation.

For publicly accessible developments, cycle parking for the public may be provided either through on-site provision and/or through a financial contribution to allow the council to install off-site parking in the public realm. The appropriate provision of cycling parking shall be discussed on a case-by-case basis and in accordance with the cycle parking standards. The amount of off-site parking required will be related to the need for publicly-accessible parking and to site characteristics, with a requirement for all parking to be conveniently located for the intended users. Publicly

accessible cycle parking will be credited towards the minimum visitor parking requirement. Publicly-accessible cycle parking is intended to be used for visitors to the development, but shall be open to all members of the public to use.

On-site cycle parking is required in addition to any minimum floorspace requirements. Any area to be used for cycle parking must be in addition to minimum residential space standards (including storage and amenity space) and requirements for employment floorspace.

End-of-trip facilities are required to include at least inclusive changing facilities, showers, lockers and clothes drying facilities and are required to be sufficient to meet the peak needs of the development, based on the occupancy of the development and the amount of cycle parking required.

Cycle parking shall accommodate accessible cycle parking spaces for mobility bicycles and tricycles, for cyclists with disabilities, as well bicycles for parents with children. All cycle parking facilities in new developments shall be step-free. Major developments, minor developments creating new residential and/or commercial units, and extensions of 100m² or greater shall provide at least one accessible cycle parking space designated for an accessible bicycle (such as a tricycle), where the rider has priority use. In major schemes an additional accessible cycle parking space shall be provided for every 25 cycle parking spaces (or part thereof) and at least 1 space shall be provided as a minimum.

Accessible cycle parking spaces shall be served by a route at least 1,500mm in width and the spaces shall be wider than standard cycle parking spaces. Such spaces could be provided at the end of a rack of cycle parking.

Residential schemes are required to provide accessible cycle parking for all wheelchair housing. Cycle parking suitable for families should also be provided. This may include parking that can accommodate trailers for children, and is required at least in relation to family-sized units i.e. residential units with three or more bedrooms.

Developers should consider a more intensive approach to meeting cycle parking standards than standard approaches. Two-tier cycle parking and vertical/semi-vertical solutions are available and enable a more efficient use of land. In addition, there are a range of alternative intelligent cycle storage solutions available. Where developers submit that there are difficulties in complying with cycle parking standards they must demonstrate that all options have been investigated.

The council has worked with Wheels for Wellbeing, a charity which supports disabled people to cycle in London. A survey of urban cycle usage was undertaken in which 13% of respondents have a disability (and use their bike as an effective mobility aid). This percentage is greater than the national average, which may be because driving in London is difficult and, whilst the buses are accessible to mobility impaired users, many London Underground stations are not and many journeys will involve a combination of the two. 44% of disabled respondents and 20% of non disabled people cannot use stepped parking facilities. 4% of respondents use tricycles.

Figure 6.1 shows the borough's cycle network. This network is the priority for any off-site investment in cycling infrastructure. This network consists of strategic, major and local routes. The strategic route consists largely of the proposed Cycle Superhighway. This hierarchy is not necessarily indicative of higher or lower priorities for investment but is an indication that different levels of the

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hierarchy may be more suitable for a different range of investment measures. The council also aims to invest in roads that are unallocated as cycle routes, to ensure that all roads are suitable for cycling and have good facilities for pedestrians. This map is to be used for the purposes of investment and includes both existing and proposed routes.

Figure 6.1 Islington's Cycle Network

