

Nuneaton and Bedworth Borough Council

# **Supplementary Planning Document: Transport Demand Management Matters – Parking Standards SPD 2022**



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# 1 Purpose of the guidance

- 1.1 The main purpose of this SPD is to provide guidelines for the provision of parking for new developments (including changes of use). The guidance supplements Policy HS2 – Strategic Accessibility and Sustainable Transport – of the adopted Borough Plan. The SPD should be read alongside the adopted Nuneaton and Bedworth Borough Plan (2019), other SPDs and guidance documents. This includes the Council's adopted Air Quality SPD, as well as any highway design guidance published by the Department for Transport, National Highways or Warwickshire County Council.

# 2 National Policy and Practice

- 2.1 This document has been prepared in accordance with the latest 2021 National Planning Policy Framework (NPPF) and the associated National Planning Practice Guidance in place at the time of publication.
- 2.2 Paragraph 107 of the 2021 NPPF states “if setting local parking standards for residential and non-residential development, policies should take into account:
- a) The accessibility of the development
  - b) The type, mix and use of development
  - c) The availability of and opportunities for public transport
  - d) Local car ownership levels
  - e) The need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles”.
- 2.3 Paragraph 108 states that maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well serviced by public transport.
- 2.4 In accordance with paragraph 113, all developments that will generate significant amounts of traffic movements should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed. These will help the planning and highway authorities to determine what the transport demand is likely to be, and to determine appropriate forms of mitigation where required.

- 2.5 The adoption of parking standards in the Borough will help:
- a) address the potential impacts of development on transport networks
  - b) maximise opportunities from existing or proposed transport infrastructure (e.g. having regard to the scale, location and density of development), as well as changing transport technology and usage
  - c) promote opportunities for walking, cycling and public transport use.

## 3 Local Policy

- 3.1 Policy HS2 of the Nuneaton and Bedworth Borough Plan (adopted June 2019) provides the main policy for assessing the transport impacts from new developments.

### Policy HS2 – Strategic Accessibility and Sustainable Transport

Transport proposals in line with those identified in the Coventry and Warwickshire Local Enterprise Partnership Strategic Economic Plan and Warwickshire County Council Local Transport Plan (2011-2026) will be approved.

Where a development is likely to have transport implications, planning applications are required to clearly demonstrate how the following issues are addressed:

- 1 How the development ensures adequate accessibility in relation to all principal modes of transport.
- 2 Whether the development identifies suitable demand management measures.
- 3 The impact on Air Quality and measures proposed to ensure impact is not exacerbated.
- 4 The connectivity of the development to strategic facilities.
- 5 How the development delivers sustainable transport options in a safe way that link to the wider transport network.
- 6 Whether the proposal will meet acceptable levels of impact on existing highways networks and the mitigation measures required to meet this acceptable level.

Proposals should target a 15% modal shift to non-car based uses by including provisions which promote more sustainable transport options.

The council supports the provision and integration of emerging and future intelligent mobility infrastructure that may help to deal with the issue of air quality, such as including electric vehicle charging points. Proposals must consider how they accord with the Supplementary Planning Documents Transport Demand Management Matters and Air Quality.

- 3.2 Planning applications will be required to demonstrate how the proposals address the issues outlined in the policy. Car parking standards will help determine suitable demand management measures under point 2. In particular, the advice of Warwickshire County Council (as highway authority for the non-strategic highway network) and National Highways (as highway authority for the strategic highway network) will be vital in determining policy compliance for new proposals.

## 4 Local context

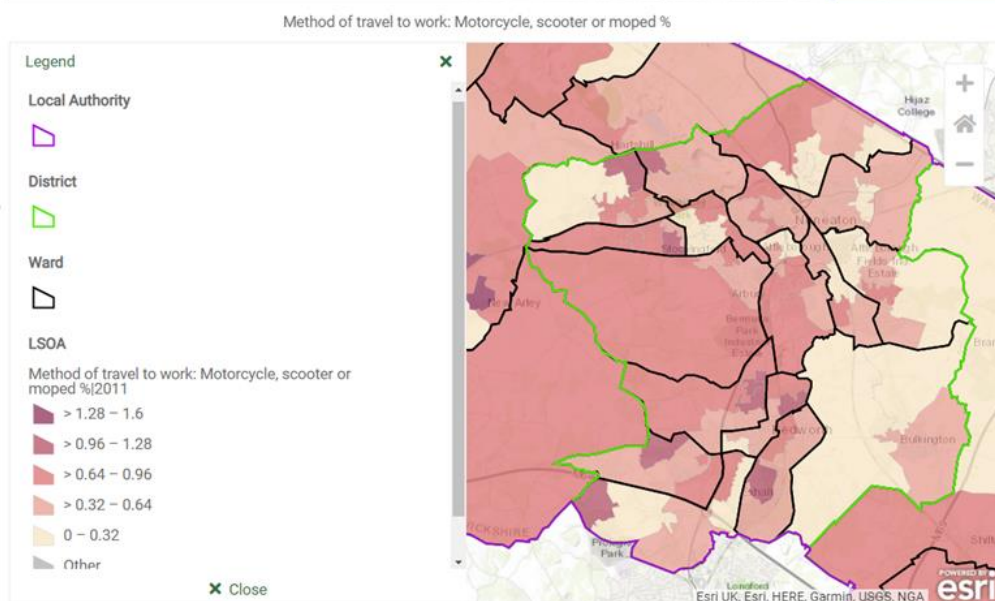
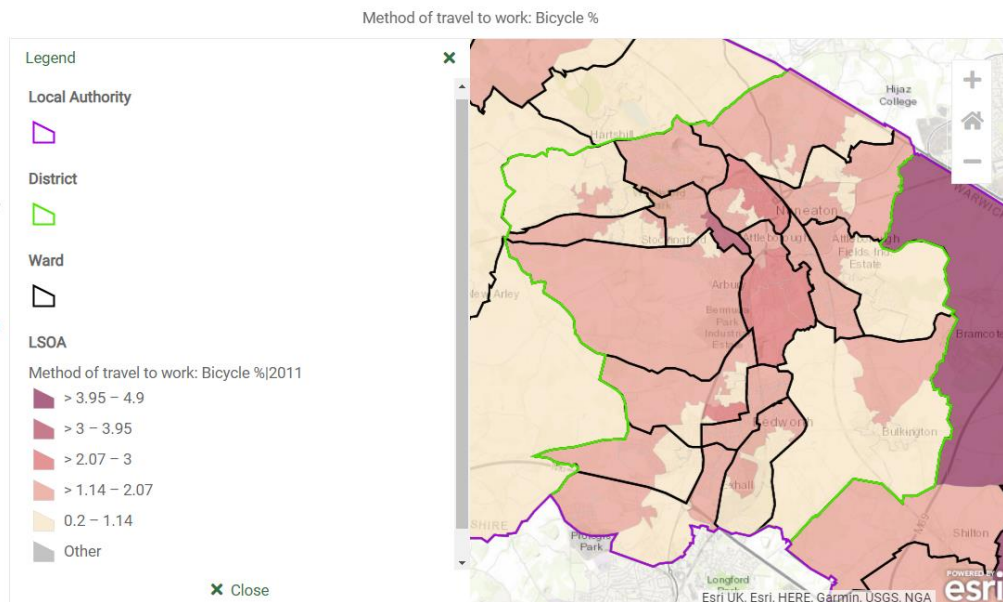
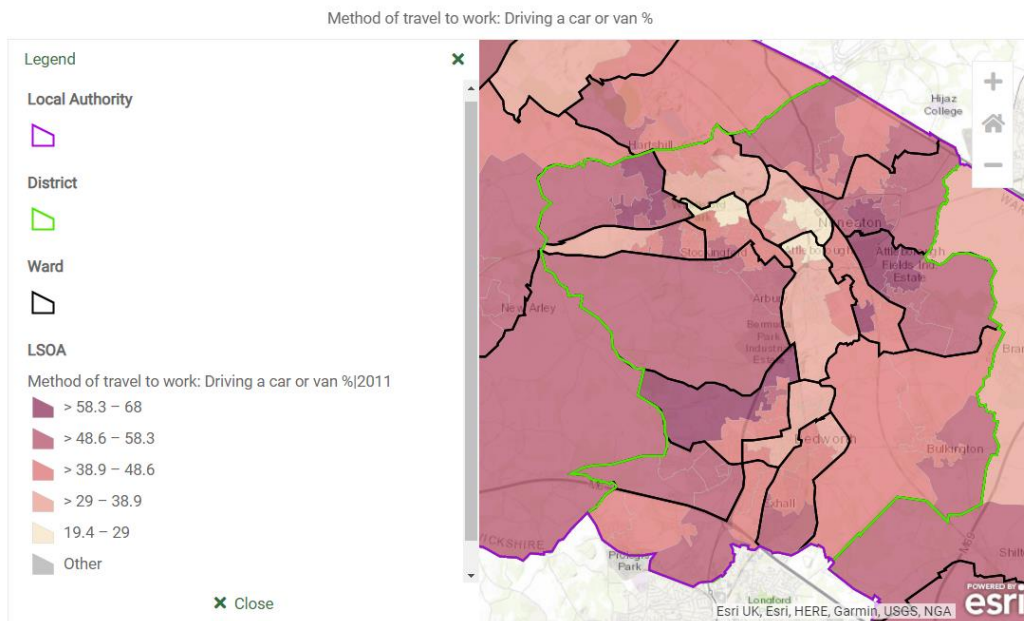
- 4.1 The last available Census information (2011)<sup>1</sup> indicated that between 2001 and 2011, there was a 15.9% rise in the number of cars in the Borough which broadly mirrored trends across Warwickshire.
- 4.2 Around 1 in 5 households in Nuneaton and Bedworth do not have access to a car; this is the highest proportion in the County. However, there are local variances<sup>2</sup>. There are two parts of the Borough within the top 5 highest car ownership areas in Warwickshire - Whitestone North at 97.1% and Galley Common South at 96.4%. However, there are 3 areas within the top 5 lowest car ownership areas in Warwickshire - Riversley at 55.8%, Abbey Town Centre at 50.2% and Bar Pool North and Crescents at 47.2%. However, these areas are within the general vicinity of Nuneaton town centre which benefit from rail and bus public transport hubs.
- 4.3 The numbers of people in the Borough commuting via bicycle or motorcycle are roughly in line with national and county averages. In the absence of more detailed information, these may provide a proxy for potential bicycle or motorcycle trip rates, although there are variances across the Borough. These are provided in Figure 1 below.

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<sup>1</sup> Warwickshire Observatory/Warwickshire County Council - 2011 Census Key Messages  
<https://api.warwickshire.gov.uk/documents/WCCC-1014-138>

<sup>2</sup> Warwickshire Observatory/Warwickshire County Council – Quality of Life Report 2013/14 -  
<https://api.warwickshire.gov.uk/documents/WCCC-1014-119>

**Fig. 1 – Method of commuting by LSOA in Nuneaton and Bedworth (driving, cycling and motorcycle)-**  
 (Source: <https://data.warwickshire.gov.uk/economy-and-employment/map/>)



## 5 Car Parking

### Car parking space guidelines

- 5.1 The guidelines set out in Table 1 below should be viewed as a starting point for determining parking space provision for new developments. New applications will therefore need to demonstrate compliance with the prescribed standard. Where this cannot be achieved, the relevant highway authority will need to be satisfied that the highways impact will not be severe and the applicant must demonstrate why the proposal cannot meet the prescribed standard. Deviation from the standard will only be acceptable where robustly justified.
- 5.2 The advice of Warwickshire County Council, as the relevant highway and transport authority for the Borough, and if necessary National Highways (responsible for the strategic road network) will inform judgments on the acceptability of the proposed amount of car parking, particularly in relation to the meeting the 15% modal shift target as specified in Policy HS2. When assessing the potential impact on the highway network, the following issues will need to be considered:
- Availability of on-road parking and existing parking restrictions
  - Capacity for safe on-street parking
  - Nearby developments that may lead to parking stress within the area (e.g. schools, shops, leisure or employment areas)
  - Site constraints (including the size of the site)
  - Accessibility to existing or proposed public car parks
  - Public transport provision serving the site (having regard to service provision, routes and hubs - particularly if the proposal is in a defined town centre location)

It is recommended therefore that pre-application consultation is undertaken with both Nuneaton and Bedworth Borough Council and Warwickshire County Council prior to applications being submitted. Further information on pre-application consultation services can be found on the respective Council's webpages.

- 5.3 Where a proposed development may have a detrimental impact on existing parking provision and/or amenity, developers may be required to undertake and provide parking surveys to allow officers to make a considered assessment of the parking issues. In such instances, the scope of the parking survey is to be agreed with Warwickshire County Council in advance to ensure that the surveys meet the necessary requirements.



**Table 1 – Car parking space requirements**

Use Class	Use	Development type	Car parking space requirement
B2	General industry	Up to 300m <sup>2</sup>	1 space per 50m <sup>2</sup>
		Over 300m <sup>2</sup>	1 space per 60m <sup>2</sup>
B8	Storage and distribution		1 space per 100m <sup>2</sup>
C1	Hotels		1 space per bedroom
C2	Residential institutions	Residential institutions – care and nursing homes	1 space per 4 residents + 1 per 2 staff members (FTE)
		Hospital	1 per 2 staff members (FTE) and 1 per 2 bed spaces
C2a	Secure residential institutions		Case by case basis
C3	Dwelling-houses outside a town centre	1 bed houses/flats	1 per dwelling + 1 unallocated space per 5 dwellings
		2 bed houses/flats	2 per dwelling + 1 unallocated space per 10 dwellings
		3 bed+ houses/flat	2 per dwelling + 1 unallocated space per 5 dwellings
	Dwelling houses within a town centre	Houses and flats of any size	A maximum of 1 space per dwelling
C4	Houses in multiple occupation (6 people or fewer)		0.5 spaces per bedroom
E	E(a) Shops	Food stores/convenience	1 space per 25m <sup>2</sup>
		Non-food stores (comparison)	1 space per 35m <sup>2</sup>
	E(b) Sale of food and drink for consumption (mostly) on the premises)	Restaurants and cafes	1 space per 10m <sup>2</sup> of public dining area
	E(c)(i) Financial services		1 space per 30m <sup>2</sup>
	E(c)(ii) Professional services (other than medical or health)		1 space per 30m <sup>2</sup>
	E(c)(iii) Other appropriate services in a commercial, business or service locality		1 space per 30m <sup>2</sup>

Use Class	Use	Development type	Car parking space requirement
	E(d) Indoor sport, recreation or fitness	Sports and leisure centres	1 space per 22m <sup>2</sup> of indoor space
		Gyms/fitness centres	1 space per 15m <sup>2</sup> of indoor space
	E(e) Medical or health services	Doctors, dentists and health centres	3 spaces per consulting/treatment room
	E(f) Creche, day nursery or day centre (excluding residential use)		1 per 2 FTE staff + appropriate drop off facilities
	E(g) Uses which can be carried out in a residential area without detriment to its amenity including: E(g)(i) offices E(g)(ii) Research and development of products or processes E(g)(iii) Industrial processes		Case by case basis
F1	Learning and non-residential institutions	Primary school	1 per 1 FTE staff + appropriate drop off facilities
		Secondary school	1 per 1 FTE staff + appropriate drop off facilities
		Further education colleges (16+)	1 space per 1 staff + 1 per 5 students
		Non-residential education and training centres	1 space per 1 staff + 1 per 5 trainees
		F1(b) Galleries	1 per 30m <sup>2</sup>
		F1(c) Museums	1 per 30m <sup>2</sup>
		F1(d) Public libraries	1 per 30m <sup>2</sup>
		F1(e) Public halls or exhibition halls	1 per 5 seats or 1 space per 5m <sup>2</sup> where no seating is provided
		F1(f) Places of worship	1 per 5 seats or 1 space per 5m <sup>2</sup> where no seating is provided
	F1(g) Law courts	Case by case basis	
F2	Local community uses including:		
	F2(a) Shops <280m <sup>2</sup> selling essential goods and at least 1km from similar shop		1 space per 25m <sup>2</sup>

Use Class	Use	Development type	Car parking space requirement
	F2(b) Halls or meeting places for the principal use of the local community		1 space per 22m <sup>2</sup>
	F2(c) Areas or places for outdoor sport and recreation		1 space per 100m <sup>2</sup> for outdoor space + 1 space per 4 seats (e.g. stadia)
	F2(d) Indoor and outdoor swimming pools and skating rinks		1 space per 15 seats, or 1 space per 22m <sup>2</sup> (whichever is largest)
Sui generis	Those uses outside the above use classes including: Houses in multiple occupation of more than 6 people, hostels, public houses, wine bars or drinking establishments, theatres, amusement arcades, launderettes, fuel stations, car showrooms/ forecourts, vehicle hire, taxi businesses, scrapyards, nightclubs, casinos, betting shops, hot food takeaways, live music venues, cinemas, concert halls, bingo halls and dance halls		All case by case basis

## Electric Vehicle Charging Points

- 5.4 New developments will be expected to include appropriate provision for electric vehicle charging points. Parking for electric vehicles should be counted as part of the total parking provision and bays should be clearly marked.
- 5.5 In accordance with the Council's Air Quality SPD, residential developments are required to provide 1 charging point per dwelling with dedicated parking (16amp), or 1 charging point per 10 spaces of unallocated parking, and ensure appropriate cabling is provided to enable increase for future provision.
- 5.6 For non-housing developments, 10% of parking spaces should be provided with 32amp charging points. Where justified and appropriate, provision may be phased with 5% initial provision and the remainder at an agreed trigger level. At least 1 charging unit should be provided for every 10 disabled parking spaces.
- 5.7 Developers installing public charging points shall ensure that the National Charge Point Registry<sup>3</sup> is updated. Proposals should be in line

<sup>3</sup> [www.national-charge-point-registry.uk](http://www.national-charge-point-registry.uk)

with Warwickshire County Council's Electric Vehicle Charging Infrastructure Strategy 2017-2026<sup>4</sup>, or its replacement.

- 5.8 Details of proposed electric vehicle charging point provision should be agreed with the Council's Environmental Health team. A specification for suitable provision is available upon request. Details of the electric vehicle charging points proposed to be installed will need to be submitted as part of the planning application. Subsequently, pre-application consultation with Nuneaton and Bedworth Borough Council and Warwickshire County Council is recommended.
- 5.9 Please note that the electric vehicle charging point requirements set out above must be viewed alongside the other requirements set out in the Council's adopted Air Quality SPD. In particular, for major development proposals, a pollutant emissions cost calculation is required as part of the Air Quality Assessment to identify the damage costs associated with the proposal. This is informed by the transport assessment undertaken for the proposal. The damage costs are then used to consider mitigation of appropriate scale and kind to make the schemes acceptable in terms of air quality. In accordance with the para 32 of the NPPF, where mitigation is not possible, compensatory measures should be considered. Therefore whilst charging points may count as a mitigation measure, other mitigation or compensatory measures may be required depending on the damage cost calculation. The Council's Environmental Health team should be contacted for further information on air quality matters.

## Space size

- 5.10 The minimum allowable parking space size for off-road parking is 2.4m x 4.8m long. However, the car parking spaces should measure a minimum of 2.5 metres x 5 metres to accommodate larger vehicles. Where parking spaces are adjacent to a wall, fence or a boundary, these should be 3.0 metres wide to ensure clear access around the vehicle. Where these spaces are between walls or fences this dimension should be increased to 3.5 metres wide.
- 5.11 A width of 3.5 metres should be applied to the internal dimensions of a garage or car port, with the overall length of 5.5 metres. This is particularly important where a garage is to be included in the overall parking provision for a development.
- 5.12 Where garages or carports are proposed, a 3.5 metre width, and a 5.5 metre length is required for a single garage. Double garages should be 6.0 metres by 6.0 metres.

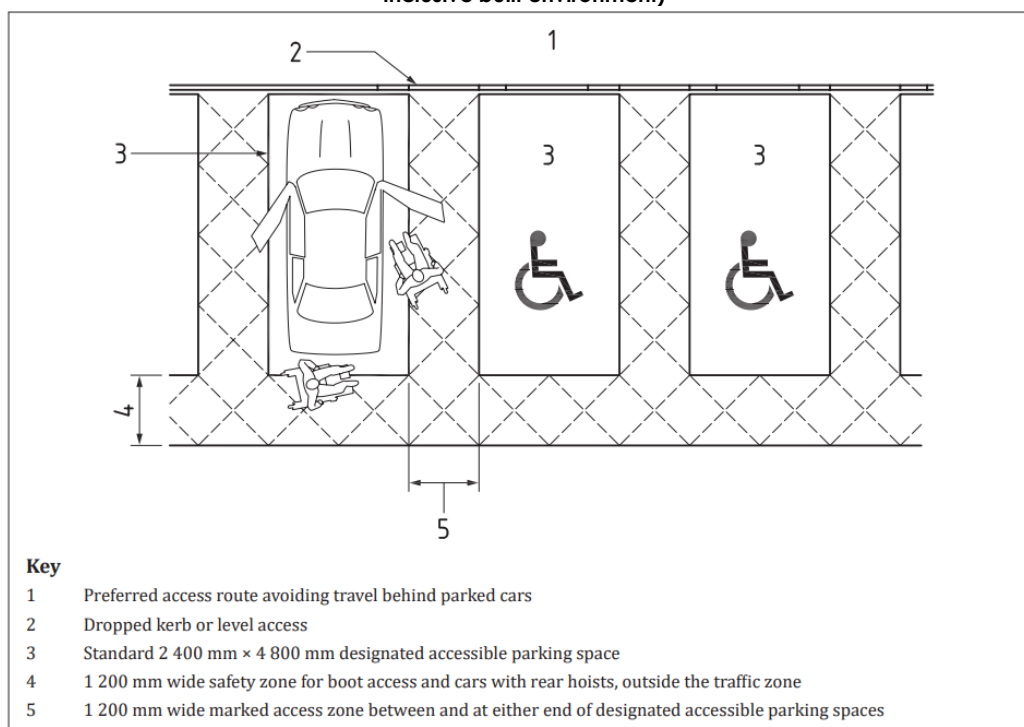
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<sup>4</sup> <https://apps.warwickshire.gov.uk/api/documents/WCCC-930-349>

## Accessible parking

- 5.13 New developments must incorporate provision for blue badge holders. New developments will be expected to allocate 5% of the total parking provision for blue badge holders. Accessible spaces should be provided in accordance with the specification set out in Fig. 2.

Fig. 2 – Specification for accessible off-street parking spaces (Source: BS8300-1:2018 – Design of an accessible and inclusive built environment)



## 6 Cycle parking

### Cycle parking space guidelines

- 6.1 The guidelines set out in Table 2 below should be viewed as a starting point for determining cycle parking provision for new developments. The guidelines have had regard to the Department for Transport Local Transport Note 1/20 – Cycle Infrastructure Design (July 2020) – which provides suggested minimum cycle parking capacity for different types of land use. However, the standards have been further refined to take account of local context and delivery of higher rates of cycling.
- 6.2 The level of cycle parking provision appropriate to any individual proposal will be assessed in light of the standard provided in Table 2. Deviation from the standard will only be acceptable where robustly justified. The advice of Warwickshire County Council, as the relevant

highway and transport authority for the Borough, will inform judgments on the acceptability of proposed levels of cycling provision, particularly in relation to meeting the 15% modal shift target as specified in Policy HS2. It is recommended therefore that pre-application consultation is undertaken with both Council's prior to applications being submitted. Further information on pre-application consultation services can be found on the respective Council's webpages.

- 6.3 When determining the level of cycle parking provision appropriate for a new development, regard will need to be had to the standard in Table 2, as well as the nature of the proposal, the site's location and context. In particular, the proposal's location in relation to the cycle network (particularly segregated cycle routes) and availability of existing public cycle spaces/storage will need to be considered when determining the level of cycling parking required for a scheme.

**Table 2 – Bicycle parking space requirements**

Use Class	Use	Development type	Cycle Parking Standard – number of cycle spaces <sup>5</sup>
B2	General industry		1 space per 300m <sup>2</sup>
B8	Storage and distribution		1 space per 300m <sup>2</sup>
C1	Hotels		1 space per 10 staff members (FTE). 1 stand per 10 guests in secure shelter
C2	Residential institutions	Residential institutions – care and nursing homes	1 space per 3 staff (FTE) on shift. 1 space per 20 beds
		Hospitals	1 space per 3 staff members (FTE) on shift. 1 per 20 beds for visitors.
		Purpose built student accommodation	1 space per 4 bedrooms in secure shelter
C2a	Secure residential institutions		Case by case basis
C3	Dwelling-houses of any size <sup>6</sup>		1 secure space per unit <sup>7</sup>

<sup>5</sup> A Sheffield stand is capable of allowing two bicycles to be parked if installed correctly – see specification in Fig 3. One Sheffield stand can therefore provide 2 spaces.

<sup>6</sup> For flats, maisonettes etc secure communal spaces should be provided on the ground floor

<sup>7</sup> Dwellings with garages that meet the minimum internal dimensions referenced above can be considered to have a secure space. If no garage is to be provided, the development will need to include, and demonstrate on plans, a garden shed or secure cycle storage solution.

Use Class	Use	Development type	Cycle Parking Standard – number of cycle spaces <sup>5</sup>
C4	Houses in multiple occupation (up to 6 people)		1 secure space per unit as per C3 dwellings outside a town centre
E	E(a) Shops	Food stores/convenience	Customers – 1 cycle space per 200m <sup>2</sup> floor space. 1 cycle space per 10 employees
		Non-food stores (comparison)	Customers – 1 cycle space per 200m <sup>2</sup> . 1 cycle space per 200m <sup>2</sup> for staff. Minimum of 2 spaces.
	E(b) Sale of food and drink for consumption (mostly) on the premises)	Restaurants and cafes	1 space per 5 employees, 1 space per 200m <sup>2</sup> for customers. Minimum of 2 spaces.
	E(c)(i) Financial services		Customers – 1 cycle space per 200m <sup>2</sup> . 1 cycle space per 200m <sup>2</sup> for staff. Minimum of 2 spaces.
	E(c)(ii) Professional services (other than medical or health)		Customers – 1 cycle space per 200m <sup>2</sup> . 1 cycle space per 200m <sup>2</sup> for staff. Minimum of 2 spaces.
	E(c)(iii) Other appropriate services in a commercial, business or service locality		Customers – 1 cycle space per 200m <sup>2</sup> . 1 cycle space per 200m <sup>2</sup> for staff. Minimum of 2 spaces.
	E(d) Indoor sport, recreation or fitness	Sports/leisure centres and gyms	1 space per 5 staff members (FTE) on shift. 1 per 20 people expected to use the facility at any one time
	E(e) Medical or health services	Doctors, dentists and health centres	1 space per 5 staff members. 1 space per consulting room.
	E(f) Creche, day nursery or day centre (excluding residential use)		1 space per 5 staff members. 1 space per 15 visitors.
	E(g) Uses which can be carried out in a residential area without detriment to its amenity including: E(g)(i) offices E(g)(ii) Research and development of products or processes E(g)(iii) Industrial processes		Case by case basis, having regard to other standards in this table
F1	Learning and non-residential institutions	Primary school	1 space per 10 staff members (FTE). 1 space per 10 students. All spaces in a secure shelter.

Use Class	Use	Development type	Cycle Parking Standard – number of cycle spaces <sup>5</sup>
		Secondary school	1 space per 10 staff members (FTE). 1 space per 10 students. All spaces in a secure shelter.
		Further education colleges (16+)	1 space per 10 staff members (FTE). 1 space per 10 students. All spaces in a secure shelter.
		Non-residential education and training centres	1 space per 10 staff members (FTE). 1 space per 10 visitors.
		F1 (b) Galleries	1 space per 100m <sup>2</sup>
		F1 (c) Museums	1 space per 100m <sup>2</sup>
		F1 (d) Public libraries	1 space per 100m <sup>2</sup>
		F1 (e) Public halls or exhibition halls	1 space per 100m <sup>2</sup>
		F1 (f) Places of worship	Case by case basis
		F1 (g) Law courts	Case by case basis
F2	Local community uses including:		
	F2(a) Shops <280m <sup>2</sup> selling essential goods and at least 1km from similar shop		1 space per 35m <sup>2</sup>
	F2(b) Halls or meeting places for the principal use of the local community		1 space per 100m <sup>2</sup>
	F2(c) Areas or places for outdoor sport and recreation		Case by case basis
	F2(d) Indoor and outdoor swimming pools and skating rinks		Case by case basis
Sui generis	Those uses outside the above use classes including: Houses in multiple occupation of more than 6 people, hostels, public houses, wine bars or drinking establishments, theatres, amusement arcades, laundrettes, fuel stations, car showrooms/ forecourts, vehicle hire, taxi businesses, scrapyards, nightclubs, casinos, betting shops, hot food takeaways, live music venues, cinemas, concert halls, bingo halls and dance halls		Case by case basis guided by the above standards



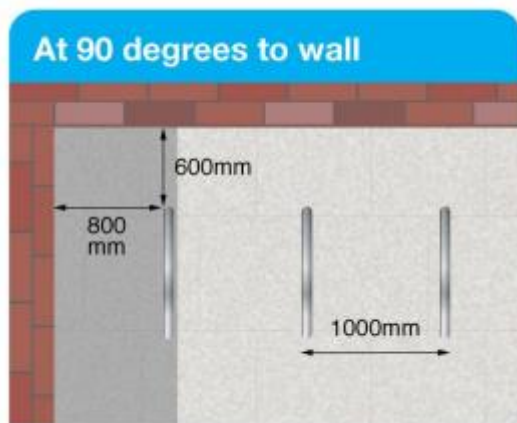
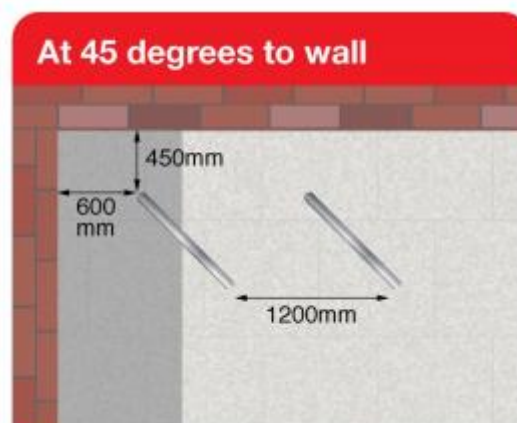
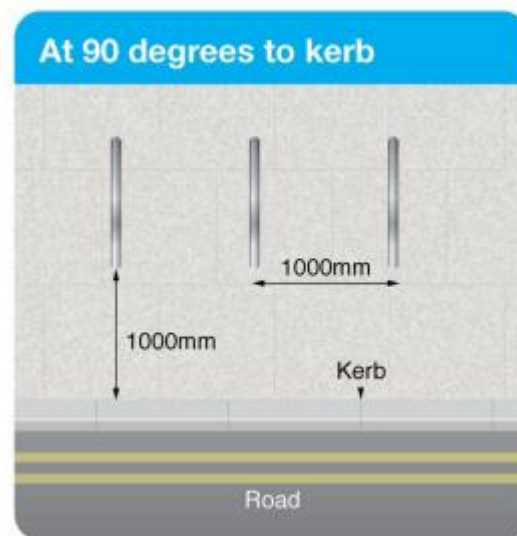
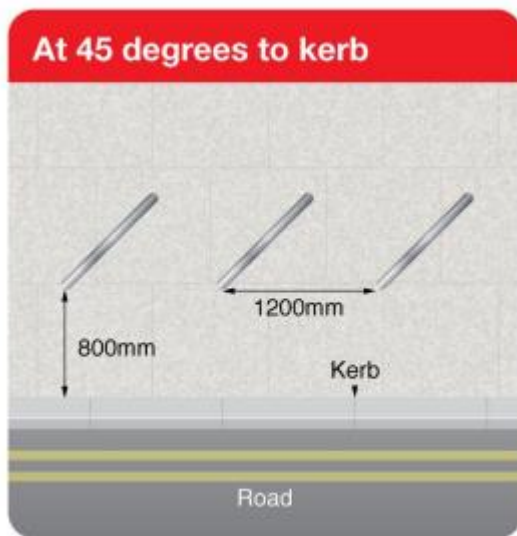
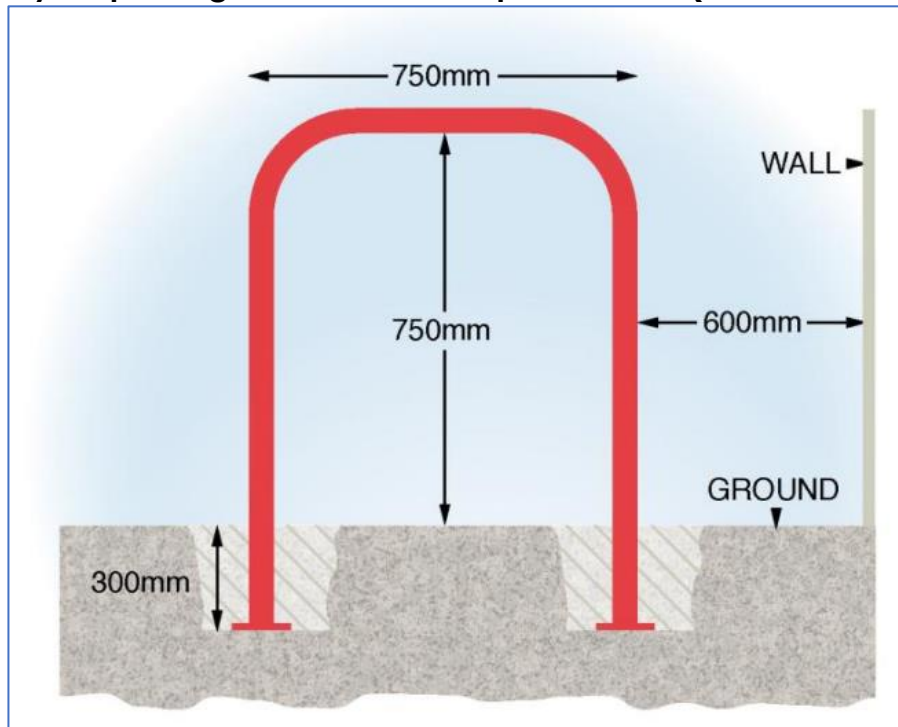
## Cycle parking design and specification

- 6.4 Cycle parking, and routes to it, should be visible, clearly marked, well maintained, well-lit and integrated into the built environment with safe access and clear signage. Cycle parking should be located close to the building in a visible location e.g. visible to staff, security guards, CCTV, as well as benefiting from natural surveillance. Any such facility must ensure safe access with drop kerbs as required. All cycle parking should be designed so as not to impede pedestrian flow.
- 6.5 For shorter stay parking for more convenience or utility trips, cycle parking should be located close to the building entrances as they will provide good passive surveillance. In most cases, small clusters of stands are preferable to one central 'hub' although for larger scale developments such as retail parks or malls, a central facility on the ground floor of a car park or near the main pedestrian entrance may be the best location.
- 6.6 Where longer stay parking is required for staff parking, or uses such as hotels, residential institutions, schools or colleges, secure weatherproof parking should be provided. A higher degree of security can be achieved through cycle sheds with lockable doors, or enclosed stands. Access can be by key, swipe card or keycode. These are particularly suitable for private parking i.e. places of work or facilities with a membership (e.g. gymnasiums).
- 6.7 The preferred and most common form of cycling parking is a tubular metal stand anchored into the ground at two points, known as a 'Sheffield stand'. These can be used as standalone cycle stands and offer space for two bikes. The stands can vary in design but ultimately provide two anchor points for the bike frame. Sheffield stands provide security, space and cost advantages and so will be viewed as the default cycle parking solution. 'Toast rack' stands are free standing and provide a connected row of Sheffield stands and can be bolted down for additional security. Non Sheffield stand-type cycle storage solutions will only be accepted where they are considered suitable for the proposed use and are deemed to provide additional benefits over Sheffield stands. 'Butterfly' stands, concrete blocks with slots and other types of racks that grip the bicycle by its wheel will not be accepted as suitable cycle parking provision as they can damage wheel rims and are generally less secure forms of cycle parking.
- 6.8 For conventional cycle parking, Sheffield stands should be installed on hard surfaces (tarmac, block paving, slabs etc) and not on soft surfaces such as lawns or earth. They should be dug to a depth of 300mm and concreted in place. Cycle stands should be located on

flat surfaces. Where this is not possible, the cycle stands should be installed at right angles to the slope.

- 6.9 For stands at 90 degrees to a wall or kerb, stands should be at least 1000mm apart and there should be at least 600mm clearance from a wall and at least one metre from a kerb. For stands at 45 degrees to a wall or kerb, 1200mm distance should be between stands. The specification for installation of conventional cycle parking is provided in figure 3.
- 6.10 When determining cycle parking provision, developments should consider all types of potential cycle vehicle and all potential types of cycle user. This includes bikes with panniers, childseats and trailers, tandems and accessible cycles such as handcycles, tricycles and quadcycles. On that basis, developments should provide at least one space that can accommodate such cycles, with a recommended bay length of 3m with adequate access clearance.

Fig 3 – Cycle parking installation and specification (minimum distances)



All images courtesy of Parkthatbike.info – <https://www.parkthatbike.info/media/Cycle Stand Installation Instructions.pdf>

## 7 Motorcycle parking

- 7.1 For residential developments, one dedicated motorcycle space will be required for every 20 parking spaces.
- 7.2 For all other developments, a minimum of two dedicated motorcycle parking spaces for motorcycles will be required in any carpark of more than 25 spaces. For every additional 20 parking space, a dedicated motorcycle parking space should be provided.

## 8 Review

- 8.1 This SPD is based on the latest available Government guidance and information available at the time of publication. However, it must be recognised that the transportation context is evolving rapidly and Government guidance is likely to change direction, particularly in relation to uptake of low emission vehicles and higher rates of cycling, which will almost certainly impact on parking requirements. As with any other SPD, the guidance will be kept under review. If the SPD requires updating to bring it in line with more up-to-date government guidance, or to reflect local circumstances or evidence, the SPD will be revised and subject to further public consultation and adoption.