2026

Transport Demand Management Matters – Parking Standards SPD

Nuneaton and Bedworth Borough Council

Nuneaton & Bedworth
United to Achieve

Transport Demand Maters – Parking Standards - Supplementary Planning Document
2026

Author and Version information			
Name	Planning Policy	Approved by	Full Council
Version no	2		
Date of adoption	30th April 2026		

Transport Demand Management Matters – Parking Standards SPD

Contents

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 (2025), 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 2024 National Planning Policy Framework (NPPF) and the associated National Planning Practice Guidance in place at the time of publication.

2.2 Paragraph 112 of the 2024 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 113 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 118, 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 December 2025) 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, Warwickshire County Council Local Transport Plan 2011 - 2026 (or subsequent updates) and Warwickshire County Council Cycle Network Development Plan /Local Cycling and Walking Infrastructure Plan (LCWIP) and Bus Service Improvement Plan (BSIP) will be supported

The Strategic Transport Assessment (2023) modelling work assessed the provision of new dwellings or sq.m. of employment land as a maximum, whilst the policies refer to a minimum. Therefore, submissions for higher quantums will need to be assessed as part of any Transport Assessment submitted, to support a planning application, and additional infrastructure may be identified as necessary. Furthermore, new development should be integrated effectively with existing businesses and community facilities

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 to drive carbon neutrality and resilience to climate change.
2. Whether the development identifies suitable demand management measures.
3. How the proposal accords with the Council's adopted Transport Demand Management Matters (2022) and Air Quality (2020) SPDs. Development must consider the cumulative impact on air quality and measures proposed to ensure impact is not exacerbated, sustaining and contributing towards compliance with relevant limit values or natural objectives for pollutants, taking into account the presence of AQMAs and Clean Air Zones. The Council will require measures for new development to provide infrastructure to deal with the issues of air quality, which at its minimum, development will need to provide electric vehicle charging points and dust management plans
4. The connectivity of the development to strategic facilities.
5. How the development delivers sustainable transport such as safe walking and cycling links to the wider transport network. Development needs to include the provision of secure cycle parking, easier access to rental bikes, e-bike hubs, lockers and showers in new workplace developments and appropriate shelter or cooling along the walking and cycling links.

6. Whether the proposal will meet acceptable levels of impact on existing highways networks and the mitigation measures required to meet this acceptable level.
7. Transport elements need to reflect the National Design Guide, the National Model Design Code and Warwickshire Design Guide.
8. Development will need to be designed to provide safe and suitable access for all users.

Proposals for dedicated lorry parking facilities will be supported where they form extensions to, or are adjoining, existing employment land comprising of predominantly B8 uses or as part of a new predominantly B8 use development.

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 will help to deal with the issue of air quality.

The Council will work proactively with Warwickshire County Council and Midlands Connect in order to support a new sustainable train station and parkway within the Nuneaton area.

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. Designers should follow the relevant guidance provided within The Warwickshire Design Guide Part 2 Highway Design, Part 3 Street Design (Residential S38) and Part 4 Traffic and Road Safety.

4 Local context

4.1 The last available Census information (2021)[1] indicated that between 2011 and 2021, car ownership increased slightly in Nuneaton and Bedworth. 19.4% of households did not own a car or

van in 2021, compared with 22.4% in 2011[2].

4.2 According to Census data (2021) around 1 in 5 households in Nuneaton and Bedworth do not have access to a car or van.; this is the highest proportion in the County. However, there are local variances[3]. – Car ownership in Whitestone is 92.4% and Galley Common 90.4%. However, there are 3 wards with much lower levels of car ownership; Abbey at 63.7%, Wembrook at 69% and Bede 71.6%[4].

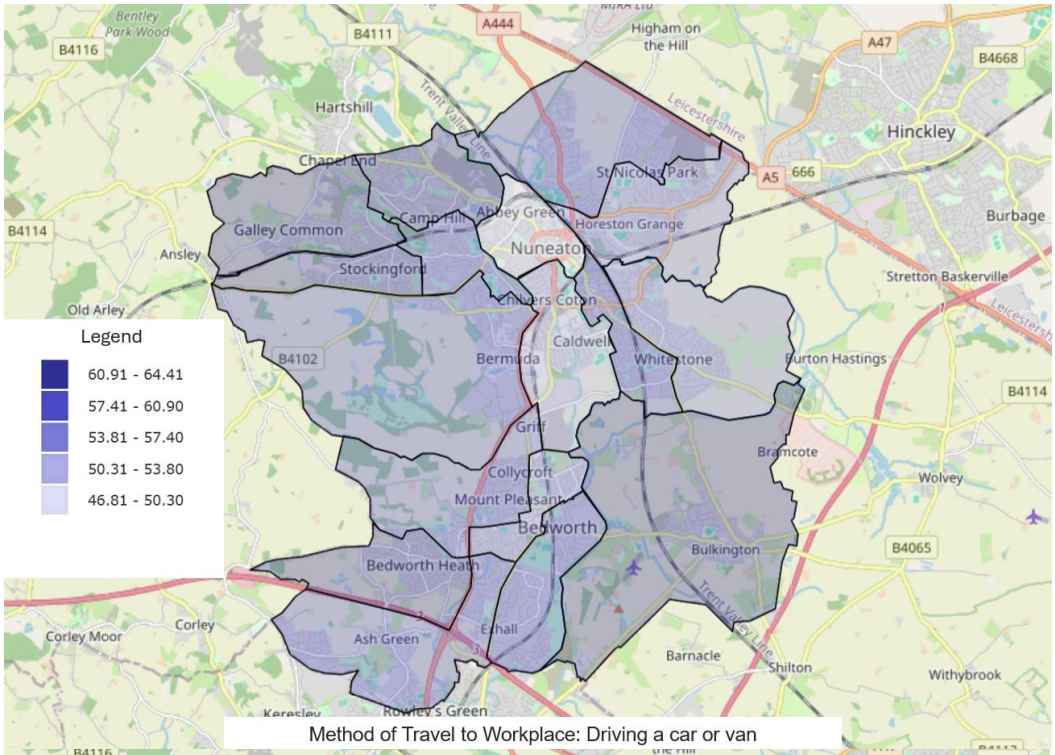
4.3 The numbers of people in the Borough commuting via bicycle or motorcycle are roughly in line with national and county averages. In the absence of more detailed information, these may provide a proxy for potential bicycle or motorcycle trip rates, although there are variances across the Borough. These are provided in Figure 1 below.

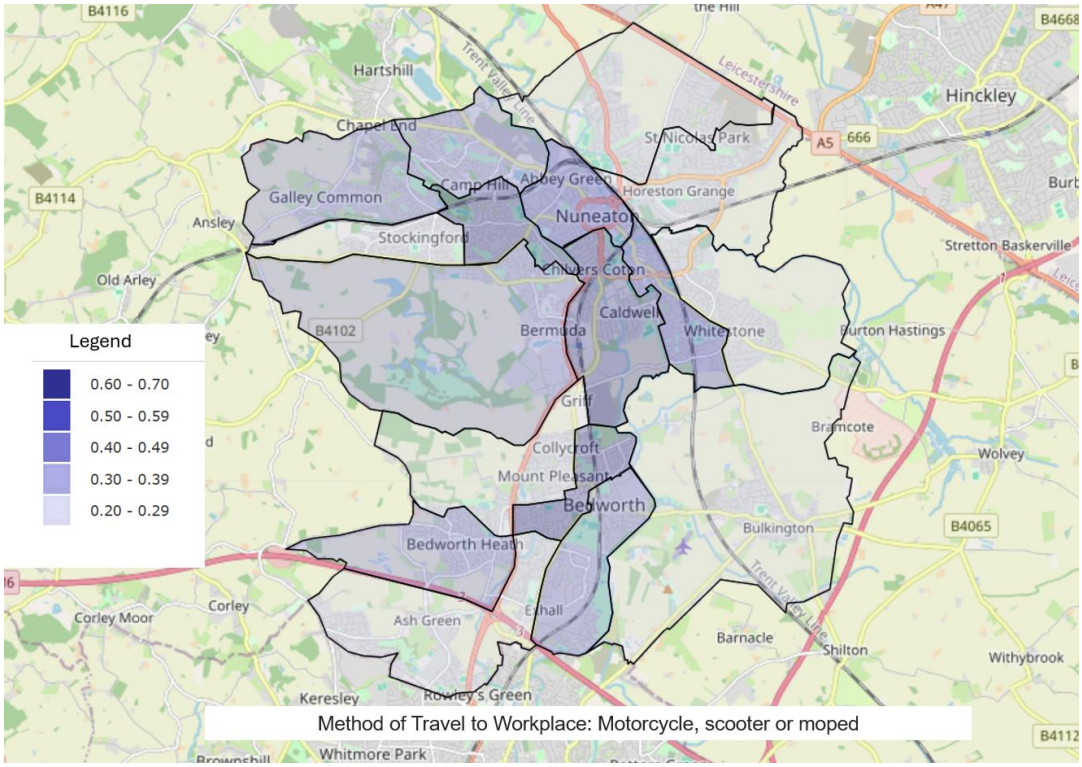
[2] Warwickshire Local Cycling and Walking Infrastructure Plan https://api.warwickshire.gov.uk/documents/WCCC-1615347118-1429

[4] Nomis - official census and labour market statistics. TS045 - Car or van availability. Nomis - Query Tool - TS045 - Car or van availability

Fig. 1 – Method of commuting by LSOA in Nuneaton and Bedworth (driving, cycling and motorcycle)-

- **(Source: https://www.nomisweb.co.uk/default.asp**





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. It is recommended parking surveys should including survey times, parking beat schedule, school peak variations, weekend/weekday comparison and agreed buffer zones.

Table 1 – Car parking space requirements

Use Class	Use	Development type	Car parking space requirement
B2	General industry	Up to 300m2	1 space per 50m2
		Over 300m2	1 space per 60m2
B8	Storage and distribution (including open air storage)		1 space per 100m2
C1	Hotels		1 space per bedroom

Use Class	Use	Development type	Car parking space requirement
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 25m2
		Non-food stores (comparison)	1 space per 35m2
	E(b) Sale of food and drink for consumption (mostly) on the premises)	Restaurants and cafes	1 space per 10m2 of public dining area
	E(c)(i) Financial services		1 space per 30m2
	E(c)(ii) Professional services (other than medical or health)		1 space per 30m2
	E(c)(iii) Other appropriate services in a commercial, business or service locality		1 space per 30m2
	E(d) Indoor sport, recreation or fitness	Sports and leisure centres	1 space per 22m2 of indoor space
		Gyms/fitness centres	1 space per 15m2 of indoor space

Use Class	Use	Development type	Car parking space requirement
	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 30m2
		F1(c)Museums	1 per 30m2
		F1(d)Public libraries	1 per 30m2
		F1(e)Public halls or exhibition halls	1 per 5 seats or 1 space per 5m2 where no seating is provided
		F1(f)Places of worship	1 per 5 seats or 1 space per 5m2 where no seating is provided
		F1(g)Law courts	Case by case basis
F2	Local community uses including:		
	F2(a) Shops <280m2 selling essential goods and at least		1 space per 25m2

Use Class	Use	Development type	Car parking space requirement
	1km from similar shop		
	F2(b) Halls or meeting places for the principal use of the local community		1 space per 22m2
	F2(c) Areas or places for outdoor sport and recreation		1 space per 100m2 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 22m2 (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 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 Proposals should be in line with Warwickshire County Council's Electric Vehicle Charging Infrastructure Strategy 2017-2026[5], 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 or updates. 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 Council's Environmental Health team should be contacted for further information on air quality matters.

Space size

5.10 Private residential car parking spaces should measure a minimum of 2.5 metres x 5.5 metres. 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, 3.5m x 6.0m for a single garage/6.0m x 6.0m for double garage. 5.5m length for carports. Double garages should be 6.0 metres by 6.0 metres.

[5] https://apps.warwickshire.gov.uk/api/documents/WCCC-930-349

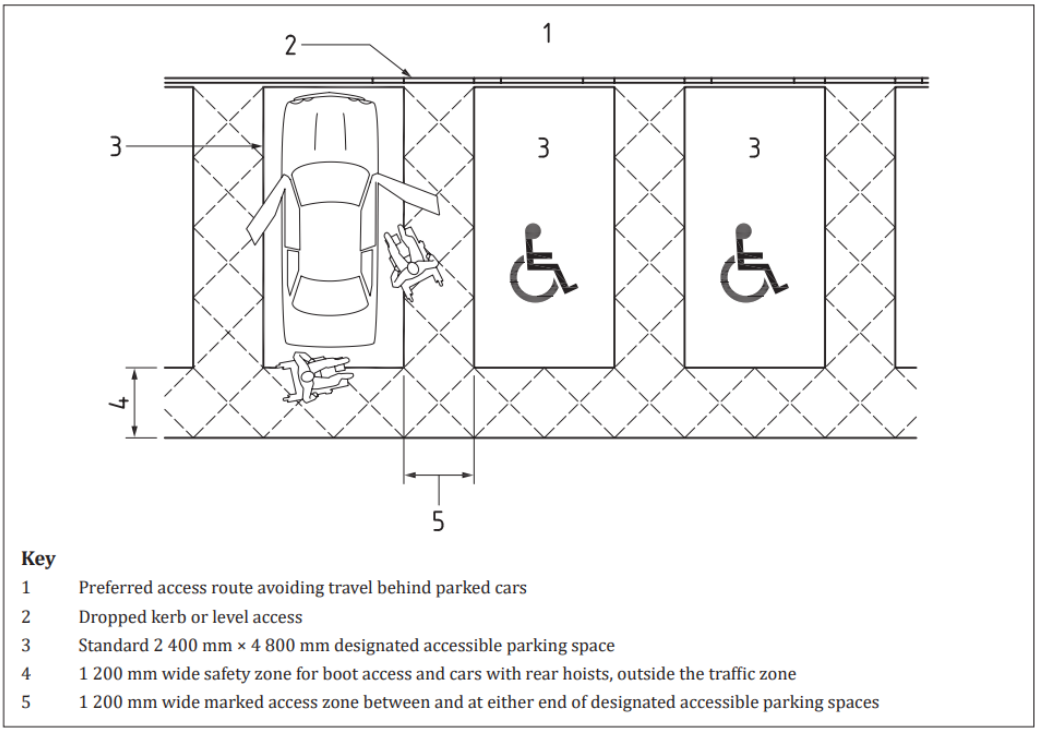
Accessible parking

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.

5.14 Accessible bays should be closest to principal entrances and;

- comply with Inclusive Mobility (DfT 2021)
- be free of obstruction (landscaping, bollards, columns)
- EVCP charging points within accessible bays must allow sufficient transfer space.

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



Key

1	Preferred access route avoiding travel behind parked cars
2	Dropped kerb or level access
3	Standard 2 400 mm × 4 800 mm designated accessible parking space
4	1 200 mm wide safety zone for boot access and cars with rear hoists, outside the traffic zone
5	1 200 mm wide marked access zone between and at either end of designated accessible parking spaces

Non-residential car park guidelines

5.15 Non-residential car parks must consider manoeuvrability and safety of users. Layouts should separate pedestrian pathways from vehicle traffic. Manoeuvrability is directly tied to parking bay size and should follow the bay dimensions in Table 2.

Table 2 – Non-Residential Parking Bay Dimensions.[6]

Type of Parking	Length (m)	Width (m)	Comment
Short-stay	5	2.7	High turnover of bays
Medium-stay	5	2.6	Mixed use
Long-stay	5	2.6	Low turnover of bays
Parent/child	5	3.4	

5.16 Car parks that serve facilities where users are familiar with the parking arrangements, for example a work car park, it may be possible to modify the requirement, providing it does not adversely affect the performance of the car park.

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 3. Deviation from the standard will only be acceptable where

[6] The Institution of Structural Engineers - Car Park Design (2023)

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 3 – Bicycle parking space requirements

Use Class	Use	Development type	Cycle Parking Standard – number of cycle spaces[7]
B1a, b,c			Short Stay 1 per 1000m2 Long stay 1 per 200m2
B2	General industry		Short Stay 1 per 1000m2 Long stay 1 space per 300m2
B8	Storage and distribution		Short Stay 1 per 1000m2 Long Stay 1 space per 300m2
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.

[7] 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.

Use Class	Use	Development type	Cycle Parking Standard – number of cycle spaces[7]
		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[8]		1 secure space per bedroom[9]
C4	Houses in multiple occupation (up to 6 people)		1 secure space per bedroom as per C3 dwellings outside a town centre
E	E(a) Shops	Food stores/convenience	Customers – 1 cycle space per 200m2 floor space. 1 cycle space per 10 employees
		Non-food stores (comparison)	Customers – 1 cycle space per 200m2. 1 secure and covered cycle space per 200m2 for staff separate from the customer cycle parking. Minimum of 2 spaces.
	E(b) Sale of food and drink for consumption (mostly) on the premises)	Restaurants and cafes	1 secured and covered space per 5 employees separate from the customer cycle parking, 1 space per 200m2 for customers. Minimum of 2 spaces.
	E(c)(i) Financial services		Customers – 1 cycle space per 200m2. 1 secure and covered cycle space per 200m2 for staff. Minimum of 2 spaces.
	E(c)(ii) Professional services (other than medical or health)		Customers – 1 cycle space per 200m2. 1 secure and covered cycle space per 200m2 for staff. Minimum of 2 spaces.
	E(c)(iii) Other appropriate services in a commercial,		Customers – 1 cycle space per 200m2.

[8] For flats, maisonettes etc secure communal spaces should be provided on the ground floor
[9] 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 secure cycle storage solution.

Use Class	Use	Development type	Cycle Parking Standard – number of cycle spaces[7]
	business or service locality		1 secure and covered cycle space per 200m2 for staff. Minimum of 2 spaces.
	E(d) Indoor sport, recreation or fitness	Sports/leisure centres and gyms	1 secure and covered 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 secure and covered space per 5 staff members. 1 space per consulting room.
	E(f) Creche, day nursery or day centre (excluding residential use)		1 secure and covered 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 separate from the customer cycle parking space per 10 staff members separate from student parking (FTE). 1 space per 10 students. Scooter storage should be provided. All spaces in a secure shelter.
		Secondary school	1 separate from the customer cycle parking space per 10 staff members (FTE) separate from student parking. 1 space per 10 students. All spaces in a secure shelter.
		Further education colleges (16+)	1 separate from the customer cycle parking space per 10 staff members (FTE) separate from student parking. 1 space per 10 students. All spaces in a secure shelter.

Use Class	Use	Development type	Cycle Parking Standard – number of cycle spaces[7]
		Non-residential education and training centres	1 separate from the customer cycle parking space per 10 staff members (FTE) separate from student/visitor parking. 1 space per 10 visitors.
		F1(b) Galleries	1 space per 100m2
		F1(c)Museums	1 space per 100m2
		F1(d)Public libraries	1 space per 100m2
		F1(e)Public halls or exhibition halls	1 space per 100m2
		F1(f)Places of worship	Case by case basis
		F1(g)Law courts	1 secure and covered cycle space per 200m2 for staff. Minimum of 2 spaces. Visitors on a case by case basis or Visitors 1 per 20 people expected to use the facility at any one time
F2	Local community uses including:		
	F2(a) Shops <280m2 selling essential goods and at least 1km from similar shop		1 space per 35m2
	F2(b) Halls or meeting places for the principal use of the local community		1 space per 100m2
	F2(c) Areas or places for outdoor sport and recreation		Case by case basis
	F2(d) Indoor and outdoor swimming pools and skating rinks		1 secure and covered cycle space per 200m2 for staff. Minimum of 2 spaces. Visitors on a case-by-case basis or Visitors 1 per 20 people expected to use the facility at any one time

Use Class	Use	Development type	Cycle Parking Standard – number of cycle spaces[7]
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		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.

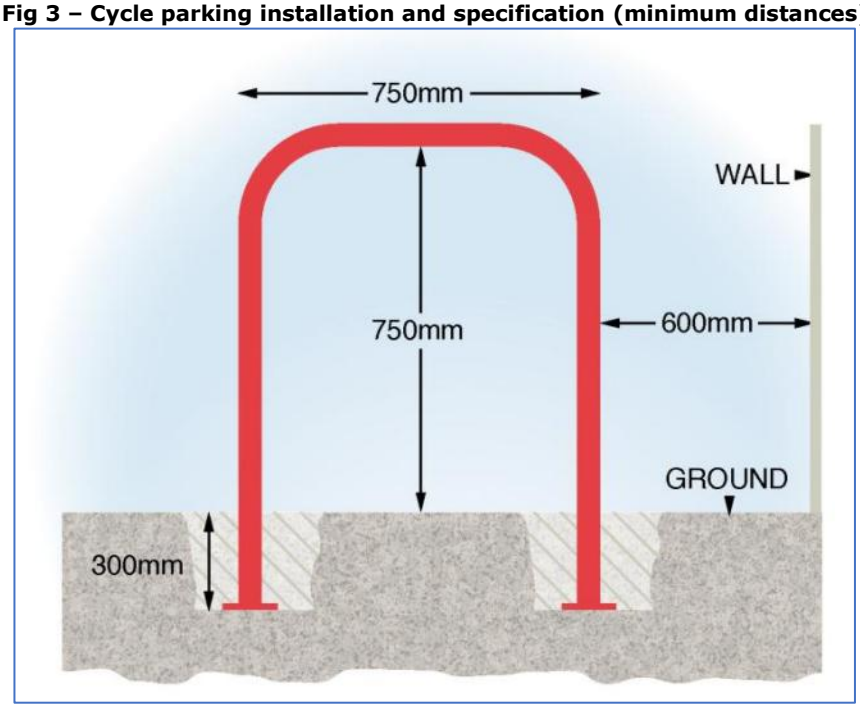
6.9 For stands at 90 degrees to a wall or kerb, stands should be at least 1000mm apart and there should be at least 600mm clearance from a wall and at least one metre from a kerb. For stands at 45 degrees to a wall or kerb, 1200mm distance should be between stands. The specification for installation of conventional cycle parking is provided in figure 3.

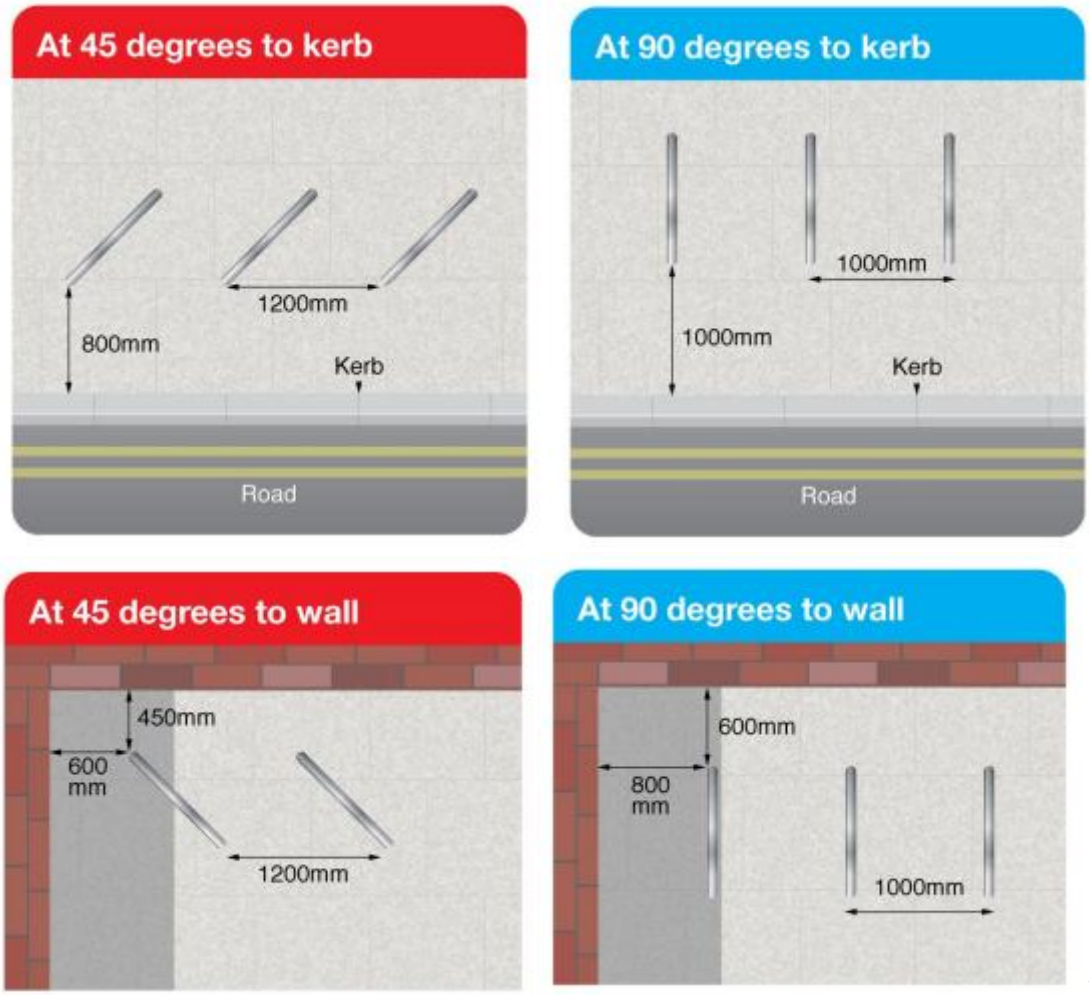
6.10 When determining cycle parking provision, developments should consider all types of potential cycle vehicle and all potential types of cycle user. This includes bikes with panniers, childseats and trailers, tandems and accessible cycles such as handcycles, tricycles and quadcycles. On that basis, developments should provide at least one space that can accommodate such cycles, with a recommended bay length of 3m with adequate access clearance.

6.11 Residential cycle parking should be accessible and cyclists should not have to wheel their cycles through their homes. If the cycle storage is in a garden it should be in a secure structure with a solid

base. Any route to the highway should be on hard standing. Where the route is along alleys or similar, the access should be preferably 1.5m wide or a minimum of 1.2m over a distance of no more than 10m. Where there is a turning, sufficient space must be provided to allow a cycle to be manoeuvred easily. Any door or gateway that cyclists have to pass through should be at least 1m wide.

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





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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.

[10] All images courtesy of Parkthatbike.info – https://www.parkthatbike.info/media/Cycle_Stand_Installation_Instructions.pdf

8 Lorry parking

8.1 Lorry parking will be assessed on a case-by-case basis, having regard to the specific nature or the proposed use or uses. The proposed level of lorry parking should always be justified with reference to a transport assessment.

8.2 Development proposals should demonstrate that sufficient space is provided within the site for the parking, loading, unloading and maneuvering of HGVs so that vehicles can operate safely and efficiently without causing obstruction to the public highway.

8.3 Lorry parking should be located close to the area of operation it serves. To minimise disruption to neighbouring activities and the local highway network, parking and servicing areas should be positioned to the closest route to the strategic road network.

8.4 Site layouts should ensure that HGVs can enter, park, maneuver and exit safely within the site. Adequate turning space should be provided so that maneuvering does not rely on land outside the applicant's control and does not result in vehicles reversing onto the public highway wherever practical.

8.5 Sufficient on-site parking should be provided to accommodate waiting HGCs to avoid overspill parking on surrounding roads, verges or footways.

8.6 Overnight lorry parking for drivers sleeping in cabs should be located where it is well related to the Strategic Road Network to minimise movement through residential areas. The amount of parking should be proportionate to operational need.

8.7 Where overnight or waiting facilities are proposed, appropriate driver welfare provision should be considered. This may include access to toilet and wash facilities, appropriate lighting and security, and safe and well-designed parking areas.

9 Review

9.1 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.