D7 TRANSPORT

OBJECTIVES

D7/a **To develop an improved rights of way network to support sustainable transport, recreation and health, and connecting to destinations in Cambridge, neighbouring villages and the open countryside;**

D7/b **To provide attractive, direct, safe and convenient walking routes within Cambridge East linking homes to public transport and the main areas of activity such as the District and Local Centres, the Country Park and the Green Corridor;**

D7/c **To provide a highly accessible network of cycleways, segregated from other modes where appropriate, and to ensure covered, secure cycle parking facilities for homes, workplaces, the District and Local Centres, the Park & Ride site, the Country Park and other appropriate places;**

D7/d **To create effective and dedicated High Quality Public Transport routes through Cambridge East to maximise public transport use and to ensure that all dwellings are within easy walking distance of a public transport stop;**

D7/e **To secure the vitality of the District Centre by ensuring adequate access to it for the residents of Cambridge East and surrounding settlements, with a focus on High Quality Public Transport, but covering all modes and including an appropriate level of car parking;**

D7/f **To develop a network of streets which connect the principal land uses;**

D7/g **To link Cambridge East to the main road network whilst minimising the impact of traffic generation on surrounding communities;**

D7/h **To identify the appropriate stages in the development when public transport services and transport infrastructure will need to be provided;**

D7/i **To achieve a modal shift of no more than 40% of trips by car; at least 35% by public transport; and at least 25% by foot and cycle.**

INTRODUCTION

D7.1 For Cambridge East to be a truly sustainable place it will be important to ensure that the transport infrastructure encourages the use of more sustainable forms of travel – public transport, cycling and walking. The higher density form of development proposed will also favour journeys to be made by these modes. At the same time provision will have to be made for cars and goods vehicles. It will be important to integrate the various modes, providing interchanges to encourage maximum use of the sustainable modes.

D7.2 The wider development of Cambridge East will require a commitment to the highest possible standards of sustainable transport consistent with the development of a new high-density urban quarter for the City. It will be essential for the development to demonstrate that it will not have an adverse impact on the City's transport network.

D7.3 In addition to the first phase north of Newmarket Road, the development of the Airport site could generate some 55,000 trips in and 55,000 trips out of the site (person trips by all modes of transport). 25% of these are likely to occur in the peak hours.

D7.4 The development will need to take account of changes which will come forward over the period of the development, including the Highways Agency's proposals to widen the A14 to dual 3-lanes from Girton to Fen Ditton.

ROAD INFRASTRUCTURE

POLICY CE/13 Road Infrastructure

1. **Adequate highway capacity will be required to serve all stages of development.**

A14 Access

2. **Planning permission for Cambridge East will include ~~a 'grampian'~~ suitable conditions (which may include 'Grampian' style conditions*) which will link the start and ~~subsequent~~ phase~~d~~d ~~of~~ development of l~~and south of Newmarket Road to the provision of~~ the new urban quarter to improvements ~~and satisfactory access arrangements~~ to the A14 road corridor, such that it will be capable of accommodating the additional traffic from ~~a~~the new urban quarter of 10,000 to 12,000 dwellings.**

Primary Road Access

3. **Cambridge East will be accessed by the following all purpose junctions onto:**

(i) **Newmarket Road at two points both north and south of the road;**
(ii) **Airport Way / Cherry Hinton Road at the Gazelle Way Roundabout;**
(iii) **Coldham's Lane; and**
(iv) **Barnwell Road avoiding the Local Nature Reserve.**

Mitigating Traffic Impact

4. **All roads will be designed and located to minimise and where possible avoid any adverse impacts on the landscape, Nature Reserves and existing residential properties.**

5. **The developers of Cambridge East will be required to submit a detailed Transport Assessment alongside the planning application to allow the travel impact (including the environmental impact, such as noise, pollution and impact on amenity and health) to be properly assessed and adequately mitigated.**

6. **Traffic management measures will be funded by the development to minimise traffic impacts on nearby residents.**

Orbital Movements

7. **The developers of Cambridge East will be required to make a contribution towards improving the capacity of existing orbital routes in Cambridge related to the forecast percentage volume of traffic that will be generated by Cambridge East on those routes.**

Park and Ride

8. **Planning permission for Cambridge East will include a 'grampian' condition which will link the start and subsequent phases of development of land north of Newmarket Road and east of the Park & Ride site to the relocation of the Park & Ride site. The Park & Ride site will be relocated to a site south of Newmarket Road and east of Airport Way.**

FOOTNOTE:
* Grampian Regional Council v. Aberdeen DC (1984) JPL 590 H.L: conditions restricting development unless and until an event had occurred which was not within the power of the applicant to bring about may be valid if reasonable and noth otherwise ultra vires.

A14 Access

D7.5 Notwithstanding the policy of the Highways Agency to minimise the number of access points onto the trunk road network, the scale and location of the Cambridge East development taken as a whole will inevitably impact upon the A14. It has yet to be determined how best to provide improved access to the A14 whilst minimising those impacts. The County's Long Term Transport Strategy will be an important step in this regard and which will be reported in Autumn 2005.

D7.6 The existing junctions should be retained in respect of Phase 1 of the development north of Newmarket Road which is not dependent on their improvement. The form of that development should not preclude the future provision of a new junction onto the A14 dependent upon the outcome of further studies. In respect of the longer term and the development of the Airport site itself, the AAP will expect improved and satisfactory access to the A14 without ruling out either of the options of junction improvement or provision of a new junction. Ditton Lane passes through primarily residential areas in the Abbey Ward of Cambridge City and through the village of Fen Ditton, and has a limited capacity to cope with additional traffic. It is not therefore proposed that any junction improvements are made to the Fen Ditton junction to improve its capacity.

D7.7 The development of land south of Newmarket Road will require the provision of improved and satisfactory access arrangements to the A14 through junction improvements at Quy, or the provision of a new junction onto the A14 between the Ditton Lane and Quy junctions, as a replacement for the Ditton Lane junction.

D7.8 The A14 is proposed to be improved to a dual three-lane carriageway, from Girton to Fen Ditton. The Highways Agency is consulting on the preferred route in Spring 2005, with a view to the improvements being completed in the period 2011-2015.

Primary Road Access

D7.9 In order to minimise the impact of the development on the transport network it is necessary to include all-purpose junctions onto all of the principal roads surrounding the site. Their provision will be phased to support the development.

D7.10 Primary road access will be provided from two points along Newmarket Road and from Coldham's Lane. It should also be possible to utilise the existing Barnwell Drive junction to avoid the Local Nature Reserve (LNR). Given the location of the Green Corridor adjoining Teversham, the extent of the development area north of Cherry Hinton, and the need to avoid heavy traffic volumes through Teversham, it is accepted that the link to Airport Way should be at the Gazelle Way roundabout.

Orbital Movements

D7.11 The County Council as local highway authority will keep under review the capacity of orbital routes in Cambridge. If traffic forecasts demonstrate that additional capacity will be needed over the lifetime of the development of Cambridge East, the developers will be required to make a contribution to the provision of extra capacity for orbital movements in Cambridge related to the percentage volume of traffic which will be generated / attracted by Cambridge East.

Mitigating Traffic Impact

D7.12 The developers of Cambridge East will be required to submit a detailed Transport Assessment alongside the planning application to allow the travel impact to be properly assessed and adequately mitigated. This will include mitigation against the environmental impact, such as noise, pollution and impact on amenity and health.

D7.13 Careful consideration will need to be given to the design of access roads and junction layouts to minimise their impact on local residents, for example noise, and ensure there will be no resultant rat-running. Consideration will also need to be given to the whether additional traffic calming measures are required to minimise traffic impact on nearby residents.

Park & Ride

D7.14 The Park & Ride site is well wooded and provides an opportunity for a mature park to serve the development area north of Newmarket Road. Relocating the Park and Ride would also reduce the volume of traffic on Newmarket Road by intercepting it slightly further to the east, rather than within the new urban quarter. The proposed relocation site would adjoin the proposed site of the Country Park and could offer dual use to provide for its parking needs.

ALTERNATIVE MODES AND PARKING

POLICY CE/14 Alternative Modes and Parking

1. **Adequate provision for alternative transport modes and parking will be required to serve all stages of development.**

Public Transport

2. **High Quality Public Transport (HQPT) services will be provided with associated quality infrastructure, and which minimise and mitigate environmental impacts, on the following routes:**

(i) Newmarket Road to connect to the City Centre and thence beyond to Cambridge West;
(ii) A northern link or loop to connect with the Science Park and Cambridge Northern Fringe and to connect with the Cambridge Guided Bus;
(iii) A southern link or loop to connect to Addenbrooke's Hospital;
(iv) An additional guided bus link to the City Centre.

3. There will be a network of highly accessible, dedicated, segregated, high quality, direct, connected and convenient bus routes, within and connecting Cambridge East with Cambridge and surrounding villages,

4. All development will be within 400m easy walking distance of a bus stop. Developers will provide an initial subsidy for new residents for a period of 12 months after occupation to encourage bus usage.

Cycle, Pedestrian and Horse Riding Infrastructure

5. There will be a dedicated network of highly accessible, ~~dedicated,~~ segregated, high quality, safe, direct, connected and convenient rights of way, including cycle, pedestrian and horse riding routes, both within Cambridge East, connecting with the rest of Cambridge, surrounding villages, and the wider rights of way network. These routes will be complemented with quality infrastructure including signing, seating and appropriate lighting.

Car and Cycle Parking Standards

6. Car and Cycle parking should be provided in accordance with the standards set out in Appendices 1 and 2 to reduce over-reliance on the car and to promote more sustainable forms of transport. Car pooling and shared use of car parking facilities will be encouraged, particularly on mixed-use sites, to minimise the amount of land given over to car parking. This must be explored through the Transport Assessment and Travel Plan.

Public Transport

D7.15 The most significant connection for public transport for Cambridge East will be to the City Centre. Policy P9/9 of the Structure Plan requires a rapid transit link to the City Centre. This will mean using Newmarket Road as the principal route, but a second route might also be necessary to connect the southern part of Cambridge East to the City Centre. At present there is only limited bus priority along this route, which would need to be enhanced considerably if it is to meet the objectives and targets for public transport.

D7.16 Bus priority improvement measures will include:

i. Conversion of the existing bus lanes to a busway of around 7.5m width for exclusive use by a very frequent bus service, which could be in guideway or employ some other means of tracking;

ii. Traffic signalled crossroads with bus priority to replace the Elizabeth Way roundabout;

iii. Bus priority along Maids Causeway;

iv. Improvements to passenger stops in Emmanuel Road to serve both the Historic Centre and the Grafton Centre;

v. Bus priority along East Road.

D7.17 There will be a need for a northern public transport link to connect Cambridge East to the Science Park and the Northern Fringe, including Chesterton Interchange, with a link to the Cambridge Guided Bus and wider locations. This could, in part make use of a link via High Ditch Road, which would mean that the route would serve the development north of Newmarket Road well, subject to further consideration of the impact on Fen Ditton. In the short term it would have to use the A14 and Milton Interchange to link to Milton Road. There is ~~thea~~ possibility in the longer term to provide a public transport route through the development, which ~~might come forward in the~~ will link to the Cambridge Northern Fringe East.

D7.18 To the south, public transport needs to link to Addenbrooke's Hospital, a strategic employment centre, the rail station, and the Cambridge leisure site at the junction of Hills Road and Cherry Hinton Road. As this link would primarily use existing roads – via Coldham's Lane / Brooks Road / Mill Road / Coleridge Road / Cherry Hinton Road / Hills Road – there would need to be bus priority.

D7.19 This system would be served by public transport "gates" onto:

i. Newmarket Road;
ii. Airport Way;
iii. Coldham's Lane.

D7.20 An additional guided bus link from Cambridge East to the City Centre, across Coldham's Common to the dual carriageway section of Newmarket Road, should also be investigated when the Area Action Plan is reviewed.

D7.21 It will also be essential to ensure that the development itself is served by a network of highly accessible, dedicated, segregated, high quality, direct, connected and convenient bus routes. All parts of the development will be within easy access of HQPT, which will maximise its use both for internal movements and for those which connect to other parts of the City. This will

normally be no more than 400m; where this is not achieved, there should be high quality interchange for cars and cycles with the provision of secure cycle storage lockers and parking as well as covered walkways and cycleways to connect to the public transport system. Developers will provide an initial subsidy for new residents for a period of 12 months after occupation to encourage bus usage.

Cycle, Pedestrian and Horse Riding Infrastructure

D7.22 Cycling has the potential to substitute for short car trips, particularly for journeys under 5km. Cambridge East presents an opportunity to design at the outset an urban quarter where distances to facilities and services are minimised, and accessibility is maximised by walking and cycling. In order to achieve the target of cycle use there will need to be a network of highly accessible, dedicated high quality cycle routes.

D7.23 In order to promote cycling in all seasons and times of the day, it will be necessary for these routes to be lit, even across open spaces such as the ~~commons~~Green Corridor. Routes will be highly accessible, segregated, high quality, safe, direct, connected and convenient for all users, including the less able, such as partially sighted, hearing impaired, and wheelchair users. These routes will also be complemented with quality infrastructure, such as signing, secure cycle parking, seating and lighting (of a level appropriate to the location) and will need to be maintained to a high standard.

D7.24 External rights of way routes will be provided to:

i. The Jubilee route – Fison Road / across Ditton Lane / along the disused railway / across to the south side of the river / Riverside to City Centre;

ii. Linking onto the above route via a new cycle / footbridge over the river and thence by Green End Road and the east side of Milton Road to Cambridge Business Park, Science Park and St John's Innovation Centre;

iii. Across Coldham's Common to the Grafton Centre via a new or adapted bridge over the railway;

iv. Over Coldham's Lane at Rosemary Lane / over the railway / Brookfields / Burnside to existing cyclebridge over the railway or via Coleridge Road to Hills Road / Addenbrooke's Hospital;

v. An off-road link along the length of the development parallel to Coldham's Lane;

vi. A link through the open space to Snakey Path / St Bede's School / Cherry Hinton Hall;

vii. The National Cycle Network – Route 11;

viii. The wider network of byways, bridleways, cycleways and footpaths.

D7.25 The development of Cambridge East as a new high density urban quarter provides the opportunity to design from the outset a network of cycleways and footpaths which are segregated from each other and from other road vehicles. This, together with the proposed land-uses being mixed and in close proximity to each other will encourage the use of all non-car modes.

D7.26 Internal routes will be provided linking the residential areas and main destinations such as the district centre, local centres, schools, employment, open spaces and other services and facilities.

Car and Cycle Parking

D7.27 It will be important to establish a culture within the development which accepts that whilst the car has an important role in providing for some journeys, for those journeys within the urban quarter and to key destinations in Cambridge it should be the least preferred option. Therefore the road system will be a permeable network of streets which, whist giving access to the development by car would discourage internal and through movements by car. Residential areas would be designed to Home Zone principles.

D7.28 In part, this will be influenced by the scale of provision of car parking both in residential areas and at key destinations and by the provision of adequate, quality cycle parking. There will remain a need for a certain level of car parking to enable people to park without causing social or amenity problems and to enable the quarter to function effectively. This will include making adequate and convenient provision for disabled parking.

D7.29 Car parking standards as set out in Appendix 1 and cycle parking standards as set out in Appendix 2 will apply to the development at Cambridge East. In addition, given that Cambridge East will be served by HQPT, opportunities for reduced levels of car parking will be explored in locations close to facilities and services, and for car pooling and shared parking, for example on mixed-use sites, particularly where there is a suitable mix of day and night-time uses. Businesses and schools in Cambridge East will be required to prepare Travel Plans to show how they intend to ensure that travel by car is not encouraged.

D7.30 Car parking will be designed to minimise the impact on the urban form, in terms of visual impact, lighting, and should design out crime and the potential for “cruiser” gatherings, which have presented problems in other areas.

D7.31 To establish a cycle culture throughout the development, it will be crucial to provide adequate, convenient, secure and covered cycle parking both at

home and at key destinations. This will include provision of cycle parking to serve the District Centre over and above the minimum required by the cycle parking standards, in the form of an innovative cycle parking facility. This could reflect provision in the City, in an underground cycle park, with associated uses such as a cycle repair service. Businesses and schools required to prepare Travel Plans to demonstrate how they intend to ensure that travel by car is not encouraged may also require higher than minimum provision.

NORTH OF NEWMARKET ROAD

POLICY CE/15 Transport for North of Newmarket Road

1. **Phase 1 of development north of Newmarket Road will provide:**

   - **(i) One road access point onto Newmarket Road;**
   - **(ii) A separate public transport only access onto Newmarket Road which could also provide for pedestrians and cyclists linking to a dedicated public transport route through the development enabling all dwellings to be within 400m walking distance from a bus stop and designed to form the first phase of a dedicated busway serving the whole development;**
   - **(iii) An emergency vehicle access which could use the separate public transport access;**
   - **(iv) Improved bus priority along Newmarket Road;**
   - **(v) Cycle and footpath links into the Fison Estate;**
   - **(vi) A cycle link to the Jubilee Cycleway;**
   - **(vii) Internal design to prioritise internal movements by foot or cycle rather than the car.**

2. **The design of the development north of Newmarket Road should not prevent the future provision of a public transport only access onto High Ditch Road or the future provision of a new junction and connecting roads onto the A14 between the existing Quy and Ditton Lane junctions, as a replacement for the Ditton Lane junction.**

~~Transport for North of Newmarket Road~~

D7.32 The first phase of Cambridge East, north of Newmarket Road, could generate in the order of 8,500 trips into and 8,500 trips out of the site each day (person trips by all modes of transport). Of these around 25% would be likely to occur in the peak hours.

D7.33 The development's main access road will be onto Newmarket Road. This will be at a point between the existing Park and Ride site and Marshall's Car

Showrooms complex and could be in the form of a traffic signalled junction or a roundabout. Consideration will have to be given to whether there would be any conflict with the access into the Park and Ride site or the access to the North Works. The scale and type of the junction will need to be identified in detail as part of future technical work. A second access point will be required to allow limited access for emergency services, public transport, cycling, and pedestrians, if the principal access point is blocked. This is a County requirement and physical mechanisms will be incorporated into the design of the road to ensure access to general traffic is prevented.

D7.34 For this phase, there is no need to consider any change to the present arrangement of junctions on the A14. ~~Further technical work~~ However the County Council's Long Term Transport Strategy may show that changes are needed for the development of the urban quarter as a whole, including the possibility of a new junction on the A14. The design of the development north of Newmarket Road should not prevent the provision of a new junction and connecting roads onto the A14 between the existing Quy and Ditton Lane junctions, as a replacement for the Ditton Lane junction.

D7.35 There will be no road access through into the Fison Estate, which lies to the west of the site and to the north of Newmarket Road and east of Ditton Lane, but wherever possible new foot and cycle links will be established to connect the two developments. The development will be linked to the Jubilee Cycle Route, the Cemetery and allotments.

D7.36 In order to encourage public transport use along the Newmarket Road corridor, some improvements to bus priority will be needed. These include additional bus priorities, such as at the Newmarket Road / Barnwell Road junction, and extension of the bus lanes, particularly west of Barnwell Road to the railway bridge west of the Abbey Stadium.

D7.37 The development will be designed to allow for a dedicated public transport access onto High Ditch Road. This will allow for a public transport link in the longer term if the option taken up is to manage Ditton Lane for a public transport connection to the Northern Fringe.

D7.38 Within the development, design principles will ensure that all internal trips are undertaken by foot or cycle rather than the car. This will be achieved through contemporary design principles being used to design out as fully as possible the impact of vehicular traffic.

APPENDIX 1 CAR PARKING STANDARDS

1. INTRODUCTION

1.1 The standards set out in this document define the appropriate levels of car parking for various types of development. These levels should not be exceeded but may be reduced where lower car use can reasonably be expected.

1.2 Car parking standards are defined for most land uses, however for some land use types whose transport patterns are difficult to generalise (for instance training centres and museums), it is not possible to establish general parking standards. For these very specific uses, car parking provision will be approved on merit, on the basis of a Transport Assessment and negotiation.

Application of the Standards

1.3 Parking for disabled people will be required for their exclusive use at all sites in accordance with Section 6. It should be noted that under the Disability Discrimination Act, it is the responsibility of site occupiers to ensure that adequate provision is made for the needs of disabled people.

1.4 Levels of car parking below the stated levels, including car-free developments, will be supported where:

(a) The site has good access to HQPT bus services, pedestrian and cycle routes; and
(b) For residential developments, the site is within close proximity to shops and other local services; and
(c) Reduced car ownership / use can be encouraged by provision of car pooling / car share clubs; and
(d) Reduced car ownership / use can be enforced by means of a planning condition or obligation, on-street controls, or other methods to ensure that increased on-street parking pressure will not occur.

1.5 Some developments may have an exceptional need for vehicle parking in addition to that specified in the standards. Where this can be shown to be necessary, either by the applicant or the Local Planning Authority, such parking should be provided in addition to that stated in the following sections. Such additional parking may be necessary where there will be shift-working staff and non-car travel options are not viable, for example. Preliminary discussions and Transport Assessments will play a key role in demonstrating the need for any such additional parking.

1.6 Where reference is made to staff numbers, this relates to the typical number of staff working at the same time.

2. RESIDENTIAL USES

Residential Dwellings

2.1 Table 1 gives the car parking standards for residential uses. In addition to these ratios provision should be made for visitors at the ratio of 1 space for every 4 units, provided that off-street car parking spaces resulting from the development would not be above 1.5 car parking spaces per dwelling, the maximum level permitted by PPG3. Visitor parking should be marked appropriately.

Table 1: Residential Development

Dwelling Size	**Standard**
Up to 2 bedrooms	1 car parking space
3 or more bedrooms	2 car parking spaces

Other Residential Developments

2.2 Table 2 sets out the car parking standards for residents, visitors and staff. In addition, developers will need to demonstrate that their proposal provides for any particular exceptional needs, such as service vehicles.

Table 2: Other Residential Developments

Type of Development	**Standard**
Guest houses and hotels	2 spaces for every 3 bedrooms and 1 space per resident staff.
	Off-street coach parking to be conveniently located in relation to developments of 40 or more bedrooms. Where there are rooms specifically designed for people with disabilities, disabled parking of at least 1 space for each room so designed should be provided.
Nursing homes	1 space for every 8 residents, 1 space for every 2 members of staff
	Provision must be made for ambulance parking.

Retirement homes / sheltered houses	1 space per 4 units, 1 space for every 2 members of staff.
	Provision must be made for ambulance parking. A secure, covered, enclosed area with electricity sockets needs to be provided for electric buggies.
Student residential accommodation where proctorial control or alternative control on car parking exist	1 space per 10 bed spaces or an area for both pick-up/drop-off at the end of term time and visitor parking. 1 space per resident warden / staff.
	Where there are rooms specifically designed for people with disabilities, disabled parking of at least 1 space for each room so designed should be provided.
Student residential accommodation where proctorial control does not exist or where control exists but the development will house conference delegates	1 space per 3 bed spaces. 1 space per resident warden / staff
	Where there are rooms specifically designed for people with disabilities, disabled parking of at least 1 space for each room so designed should be provided. Controls will be necessary to limit use of car parking outside conference times.
Residential schools, college or training centre	On merit
	Where there are rooms specifically designed for people with disabilities, disabled parking of at least 1 space for each room so designed should be provided.
Hospitals	On merit

3. RETAIL, CULTURE, LEISURE AND SPORTS USES

3.1 Transport Assessments will play a key role in determining the optimal level of car parking, particularly for mixed-use developments and retail parks where linked trips might lead to a level of parking below the standards.

3.2 A picking up and dropping off point for taxis and mini-buses will need to be provided for uses in Table 4.

Table 3: Retail, Culture, Leisure And Sports Uses

Use	Standard
Food retail	1 space per 50 m^2 GFA[1] up to 1,400 m^2 and 1 per 18 m^2 thereafter, including disabled.
Non-food retail	1 space per 50 m^2 GFA, including disabled.
Financial and professional services	1 space per 40 m^2 GFA, including disabled car parking.
Food and drink takeaways	1 space per 20 m^2 drinking / dining area, including disabled. 1 space for proprietor when resident.

Table 4: Assembly, Culture, Leisure And Sports Uses

Use	Standards
Museums, Exhibition venues	On merit
Sports & recreational facilities, swimming baths	2 spaces for every 3 staff, plus 1 space for every 4 seats, including disabled.
Cinema	1 space for every 5 seats, including disabled.
Stadia	1 space for every 15 seats, including disabled.
Places of assembly including, theatre, auditoria and concert hall	1 space for every 4 seats, including disabled and staff car parking.
Place of worship	1 space for every 8 seats, including disabled.
Public halls / community centres	1 space per 20 m^2 of public space, including disabled

4. OFFICE USE

4.1 Access will primarily rely on public transport, cycling and walking.

Table 5: Business And Industrial Uses

Use	Standards
Offices, General Industry	1 space per 40 m^2 GFA, including disabled
Storage	1 space per 100 m^2 GFA, including disabled

5. NON-RESIDENTIAL INSTITUTIONS

Table 6: Non-Residential Institutions

Use	Standards
Clinics and Surgeries	1 space for every professional member of staff plus 2 spaces per consulting room
Non-residential schools	2 spaces for every 3 staff.
Non-residential higher and further education	2 spaces for every 3 staff.
Crèches	2 spaces for every 3 staff.

6. PROVISION FOR PEOPLE WITH DISABILITIES

6.1 At least 5% of the total number of car parking spaces should be reserved for disabled people, rounded up to the nearest whole space. Where parking provision is below the Standards the required proportion of spaces reserved for disabled people will therefore be higher than 5%.

6.2 Higher ratios than the 5% given above may be required in some cases by the Local Planning Authority, for example at medical facilities, residential care homes, community facilities and any other uses where a higher proportion of disabled users/visitors will be expected. It should be noted that provision at the above levels or any required by the Local Planning Authority does not guarantee that the requirements of the Disability Discrimination Act will be met, which is the responsibility of the building occupier or service provider.

6.3 Spaces for disabled people should be located adjacent to entrances, be convenient to use and have dimensions that conform to Part M of the Building

Regulations. If it is impossible to accommodate car parking spaces within the site, disabled car parking spaces should not be located at a distance more than 100 metres from the site.

6.4 Disabled car parking spaces should be marked either 'disabled' or with a wheelchair marking.

APPENDIX 2 CYCLE PARKING STANDARDS

1. INTRODUCTION

1.1 The standards in the tables below set out minimum requirements in terms of cycle parking for new developments and changes in use.

1.2 In addition to the application of these standards, new developments will have to comply with the following principles:

- Cycle racks or stands should conform to the design and dimensions as set out at the end of these standards.

- For residential purposes cycle parking should be within a covered, lockable enclosure. For individual houses this could be in the form of a shed or garage. For flats or student accommodation either individual lockers or cycle stands within a lockable, covered enclosure are required. The cycle parking should be easily accessible and convenient to use.

- Cycle parking for employees should be, in a convenient, secure location and where practical covered.

- Short stay cycle parking, e.g. for visitors or shoppers, should be located as near as possible to the main entrance of buildings and covered by natural surveillance or CCTV. For large developments the cycle parking facility should be covered.

- Reference to staff should be taken to mean the peak number of staff expected to be on site at any one time.

- All cycle parking should be located to minimise conflicts between cycles and motor vehicles.

- Some flexibility will be applied to applications where it can be demonstrated that strict adherence to the standards, for a multi-purpose site is likely to result in a duplication of provision.

Table 1: Residential Use

Type of Development	Number of Spaces
Residential dwellings	• 1 space per bedroom up to 3 bedroom dwellings • Then 3 spaces for 4 bedroom dwellings, 4 spaces for 5 bedroom dwellings etc. • Some level of visitor cycle parking, in particular for large housing developments
Guest houses and hotels	1 space for every 2 members of staff and 2 spaces for every 10 bedrooms
Nursing homes	1 visitor space for every 10 residents and 1 space for every 2 members of staff
Retirement homes/ sheltered houses	1 space for every 6 residents and 1 space for every 2 members of staff
Student residential accommodation	• 2 spaces per 3 bedspaces • 1 visitor space per 5 bedspaces
Residential schools, college or training centre	(as above)
Hospitals	On merit

Table 2: Retail, Culture, Leisure And Sports Uses

Type of Development	Number of Spaces
Food retail	1 space per 25 m^2 GFA[1] up to 1,500 m^2 thereafter 1 per 75 m^2
Non-food retail	1 space per 25 m^2 GFA up to 1,500 m^2 thereafter 1 per 75 m^2
Financial and professional services	1 space per 30 m^2 GFA to include some visitor parking
Food and drinks	1 space for every 10 m^2 of dining area

[1] Gross Floor Area

Museums, Exhibition venues	1 for every 2 members of staff Visitors: on merit
Sports and recreational facilities and swimming baths	1 space for every 25 m^2 net floor area or 1 space for every 10 m^2 of pool area and 1 for every 15 seats provided for spectators
Places of assembly including cinema, theatre, stadia, auditoria and concert halls	1 space for every 3 seats
Place of worship, public halls and community centres	1 space per 15 m^2 of public floor area

Table 3: Office Uses

Type of Development	**Number of Spaces**
Offices	1 space for every 30 m^2 GFA to include some visitor parking
General industry	1 space for every 40 m^2 GFA to include some visitor parking
Storage and other B use classes	On merit

Table 4: Non-Residential Institutions

Type of Development	**Number of Spaces**
Clinics and surgeries	2 spaces per consulting room and 1 space for every 3 professional members of staff
Non-residential schools	Cycle spaces to be provided for 50% of children between 5 and 12 and 75% of children over 12 years
Non-residential higher and further education	Cycle parking for all students using the site and 1 for every 2 members of staff
Crèches and Nurseries	1 space for every 2 members of staff 1 visitor space per 5 children

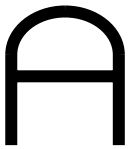
2. CYCLE PARKING DESIGN AND LAYOUT

Design Of Rack

2.1 A Sheffield Stand is acceptable but a rounded A design is recommended as it provides additional support, particularly for smaller bicycles.

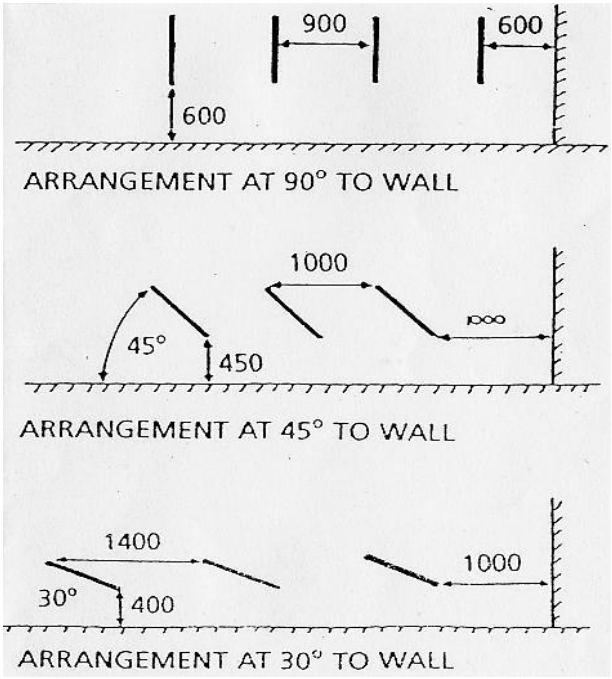
Sheffield Stand:

Rounded A Stand:



Layout

2.2 This diagram shows the spacing required for cycle stands. There should be a 1200mm space between a double row of stands. All measurements shown are in millimetres.



High Capacity

2.3 For increased capacity racks can be arranged at alternative heights with the type of rack that holds the front wheel in place. These racks are only acceptable if a support post is provided between each rack to which the frame

for the bicycle can easily be locked. This type of rack also ensures a straight row of bicycles which is useful where space is a premium.