



Car Parking Guidelines Supplementary Planning Document

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2 Introduction

The purpose of this document is to set out the car parking standards which the City Council will apply when considering planning applications for new development.

The document is being produced as a Supplementary Planning Document (SPD) under the provisions of the Planning and Compulsory Purchase Act 2004, and in line with the Birmingham Local Development Scheme. This document has been amended to reflect national planning policy and the completion of a public consultation exercise.

The standards set out in this document were derived from those set out in Planning Policy Guidance Note 13 Transport (PPG13). These standards have been withdrawn. They reflect Planning Policy Statement 3 Housing (PPS3) and Planning Policy Statement 4; Planning for Sustainable Economic Growth (PPS4), published in 2009. It has also been prepared within the context of Regional Planning Guidance Note 11, Regional Planning Guidance for the West Midlands (RPG11), which forms the Regional Spatial Strategy for the West Midlands Region and the Birmingham Unitary Development Plan 2005.

The SPD also reflects the objectives of the City's Sustainable Communities Plan. In particular it aims to help ensure that:

- The access needs of new developments are properly provided for.
- A balance is struck between the needs of different road users.
- The impact of new development on congestion is minimised.
- Birmingham continues to be an attractive place for new investment and development.

In addition to proposing standards for car parking provision in new developments, this document also sets out proposed standards for parking for people with disabilities and for cycle and motorcycle parking. It also sets out in general terms the circumstances in which the City Council may seek financial contributions from developers towards public transport improvements through planning obligations.

The car parking standards proposed in this SPD are defined as maxima. However the standards proposed for cycle and motor cycle provision are minima.



Background

The Birmingham Local Development Scheme

The Birmingham Unitary Development Plan 2005 contains no detailed standards for car parking provision in new development. Following the Public Local Inquiry into this plan, the independent inspector recommended that car parking standards should be included in the Development Plan. The City Council accepted this recommendation, but in order to avoid potential delay to the adoption of the UDP Alterations, the Council resolved to achieve this through the preparation of a separate Development Plan Document (DPD) under the new development planning system introduced by the Planning and Compulsory Purchase Act 2004. This approach was reflected in the Council's first Local Development Scheme (LDS) which came into effect in June 2005.

As work on the document progressed it became clear that the DPD process was not well-suited to the preparation of specific detailed policy guidance, such as is contained in the car parking guidelines. Further, the Birmingham UDP contains general policies in relation to car parking - and so it appeared to be appropriate to prepare detailed car parking guidelines as a Supplementary Planning Document (SPD), within the context of this general policy. The acceptability of this was confirmed in discussions with the Government Office, in relation to the revision of the LDS during 2006. The revised LDS, which came into effect in December 2006, now shows the Car Parking Guidelines as an SPD, rather than a DPD.

National planning policy context

The standards contained within this document in the appendices are all derived from those in the PPG13 and PPS4 published in 2009. This said that car parking standards should be expressed as maxima rather than minima and that developers, should not normally be required to provide more car parking provision than they consider to be necessary. Maximum car parking standards are specified for certain categories of development. PPG13 has now been withdrawn and national guidance comes from the

Planning Policy Statement 4: Planning for Sustainable Growth published in 2009. This allows local planning authorities to set locally determined maximum standards for non residential developments and to set minimum standards for people with disabilities. Planning Policy Statement 3: Housing, emphasises well designed car parking.

The draft National Planning Policy Framework (NPPF), published for consultation in 2011, does not include any specific policies on car parking standards and therefore PPS4's position encouraging Local Planning Authorities to adopt their own holds good. The approach set out in this draft SPD is consistent with PPS3, PPS4 and the emerging NPPF.

Local policies

The Birmingham Unitary Development Plan 2005

The adopted Birmingham UDP contains policies in relation to car parking provision. These are to be found in paragraphs 6.49A to 6.51B.

The key points of the UDP in relation to car parking provision in new developments are as follows:

- Provision should be adequate for all transport needs.

- Account should be taken of local factors, such as availability of public transport and public car parking.
- Proposals which may generate significant on-street parking in residential areas will be required to contribute to parking management measures.

These policies set out the context for the detailed standards and guidelines within this draft SPD.

The emerging Core Strategy

The emerging Core Strategy sets out the key approach and also identifies the need to provide parking provision for people with disabilities and for cycles and powered two wheeled vehicles. It points readers to this document for detailed guidance.

The Big City Plan and Vision for Movement

The Big City Plan and Vision for Movement provide a high level strategy to deliver a new approach to movement in the city centre to create a well connected, efficient and walkable city. In achieving this the focus will be upon:

- Improving the overall quality of the transport environment.
- Enhancing the efficiency with which the transport network operates.

- Encouraging people to move around on foot, bike and by public transport.
- Making efficient and effective use of the highway network and associated infrastructure.

Other planning policies

The parking standards guidance should be considered alongside a number of other local policies. Places for All provides guidance on the design of parking in new public developments and Places for Living which provides guidance on the design of parking within new residential developments.

The Council's Parking Policy document sets out the framework for the management of parking in the city. It recognises that where lower provision may be appropriate there is also a need to consider what the impact may be for on-street parking and for the need for other measures to off-set the reduced level of provision.

Consultations

During the summer of 2005, an initial consultation in relation to the issues surrounding car parking standards took place. Views were sought from a wide range of statutory, public, private and voluntary sector organisations in the City.

The key issues to emerge from this initial consultation were as follows:

- There was little support for the adoption of maximum car parking standards which would be more restrictive than those set out in PPG13. Several of the few respondents who did support this felt that it would only be appropriate if public transport is first improved.
- A majority of respondents felt that developers should be allowed to provide as much parking as they felt necessary, subject to the then in operation, PPG13 requirements. It was felt that

failure to allow this would result in undesirable on-street parking and might drive away investment.

- A majority of respondents were against restraining on-site parking even in locations with good public transport access.
- However there was general support for the view that parking provision should be higher in areas with poor public transport.
- Parking in residential developments was a concern for many. Most felt that standards need to be applied flexibly, and a significant number considered the PPG3 standard which applied at the time (1:5 spaces per dwelling) to be too low.

These views were taken into account when preparing the Car Parking Guidelines which were adopted within the Parking Policy in 2010 as City Council policy. They were then set out as a draft Supplementary Planning Document which was the subject of a consultation exercise in 2010. The comments received have been reflected in this document. The main points are:

- Concern that higher levels of provision for in centre developments that serve the wider community should be considered.
- Several consultees misinterpreted the standards as being the actual standards and thought that they had to provide the maximum amount rather than lower figures if desired.
- The need to reflect special circumstances rather than a blanket approach by zone.
- The need to reflect physical barriers when assessing distances.
- That the maximum levels were too low.

Overall approach

Maximum standards for the major land uses

This section relates to the following major land uses:

- Residential.
- Hotels.
- Student accommodation.
- Restaurants and cafés.
- Public house, wine bars and clubs.
- Convenience retail.
- Financial and professional services.
- Offices.
- Industry and warehousing.
- Higher and further education and schools.
- Sports and fitness facilities.
- Sports stadia.

The identification of car parking standards for this range of uses requires a number of factors to be balanced. The most important of these are as follows:

- The need to minimise congestion and promote more sustainable patterns of travel by encouraging the use of public transport where this is a practical alternative to car use.
- The need to ensure that the operational needs of new developments are met.
- The need to ensure that on-street parking remains at levels which can be accommodated within the capacity of the highway.
- The need to ensure that the quality of the environment in residential areas is maintained.

- The need to avoid land being unnecessarily 'sterilised' by car parks, particularly in locations where development pressures are high.

It is also essential to recognise that conditions vary significantly in different parts of the City. Birmingham City Centre enjoys good public transport accessibility, and experiences substantial pressures on available land. In contrast, many suburban areas have much less comprehensive public transport provision, and many experience much lower pressures for development. In view of this, a 'one size fits all' solution is not appropriate, and an area-based approach has been adopted. Local issues around accessibility will need to be taken into account when applying these standards.

The starting point for this approach were the national maximum standards set out in PPG13. Generally these are appropriate across the majority of the City, but that in areas with high levels of accessibility by public transport, lower levels of car parking provision may be acceptable.

To reflect the different levels of accessibility by public transport, the City has been divided into three areas. These are defined below and shown on the plans contained in Appendix 3. The maximum car parking standards which will be applied in these areas are set out in Appendix 1.

Area 1 consists of the core area of Birmingham City Centre. The area is shown on plan (a) in Appendix 3, and has been defined on the basis of a 400m radius from New Street, Moor Street and Snow Hill Stations, adjusted to reflect the local street pattern. Plan (a) shows the desired Area 1. The policies within the Big City Plan and the Vision for Movement aim to improve legibility

and access so that all areas within 400m radius of both stations are within Area 1.

Area 2 comprises the 'outer' parts of the City Centre, extending to (and including both frontages to) the Ring Road. This area is shown on Plan (a) in Appendix 3. Additionally Area 2 includes areas within a 500m radius of suburban rail and Metro stations, larger local centres where these do not include a rail or Metro Station and centres with good public transport provision. In these areas, this reflects that users of a new development, such as office have the opportunity to use rail/metro or buses to commute within close proximity. The resulting areas are shown diagrammatically on plan (b) of Appendix 3. Individual proposals will be considered in relation to these areas, but account will also be taken of local features, such as major roads, hills, canals, rivers and local walking distances which may affect local accessibility in particular cases.

Area 3 comprises the remainder of the City.

In all cases in applying these standards to individual development proposals account will be taken of the availability of existing on and off-street public car parking and public transport provision in the immediate vicinity of the site. Further the specific nature of the development and any special circumstances in terms of accessibility needs will be taken into consideration.

Where retail or leisure developments are proposed in or on the edge of a local centre or within the City Centre, it will be expected that in principle any car parking provision provided in connection with the development will be for shared use and publicly available to users of the centre as

a whole and not restricted to users of the particular development scheme. The availability of existing car parking in a centre will be taken into account when determining whether higher levels of provision are justified.

Maximum standards for other specific land uses

There are a number of other specific land uses for which it is considered helpful to provide parking standards, but where these are most appropriately determined by the operational needs of the activity. In these cases, it is not considered appropriate to vary the standard between different parts of the city, and so only a single city-wide standard is proposed. The uses falling into this group are:

- Sheltered residential accommodation.
- Nursing and elderly care homes.
- Places of worship.
- Automated Teller Machines (ATM's).
- Vehicle maintenance and car repair garages.
- Doctor's, dental surgeries and health centres.
- Day nurseries.
- Hospitals.

City-wide standards in relation to these uses are set out in Appendix 2.

Car parking for people with disabilities

It is also essential that sufficient car parking is provided for the specific use of people with disabilities. In this respect, the Council proposes to use standards which are derived from those in British Standard 8300:2009. Proposed Standards are set out in Appendix 4. These proposals are also consistent with the Council's Access for People with Disabilities SPD.

Sustainable travel

Standards for Cycle and Motor-Cycle Parking

The Council's transport policies seek to encourage greater use of modes of transport other than the car, and so it is important that the parking needs of other transport modes - cycles, motor cycles and other powered two wheel vehicles - are also considered. Past practice has been to express these as a proportion of the required level of provision for car parking. However this means that in areas where car parking requirements are low, such as the City Centre, there would also be a low requirement for parking for cycles and other two-wheeled vehicles, which would be inconsistent with the policy of encouraging greater use of these modes. Independent standards for cycle and motorcycle parking have therefore been devised and these are set out in Appendix 5.

Electric vehicles

The Council wishes to encourage the use of electric vehicles. The Council is seeking to work with developers and providers to arrange the inclusion of charging points for electric vehicles in relation to new developments where appropriate.

Car Clubs

The Council wishes to promote car clubs as an alternative to private car ownership. The inclusion of a car club and specific parking for the vehicles within a new development will be encouraged. In addition the City Council may seek to secure developer contributions for the provision of on-street bays.

Developer contributions

In appropriate cases, the City Council will also seek contributions from new developments through S106 agreements or Community Infrastructure Levy (CIL) should the Council seek to adopt this. Contributions secured through

Section 106 agreements are used to support the provision of services and infrastructure that are necessary to make a development acceptable in planning terms. This can include highway schemes (public transport facilities, traffic management), recreational facilities, education, health and affordable housing.

Any such contributions will be negotiated on an individual basis, taking account of the particular circumstances of the proposal. Contributions will be related to:

- i) An assessment of the additional burden placed by the proposed development on existing public transport networks.
- ii) Any demonstrable need to improve and/or manage transport access to a particular site.
- iii) Consideration of the economic viability of the scheme.

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For enquiries regarding car parking requirements for particular development proposals, please contact the Planning Inquiry Centre (Tel: (0121) 303 1115) in the first instance.

References

PPS3 - Planning Policy Guide Note 3: Housing.

PPG13 - Planning Policy Guidance Note 13: Transportation
- maximum standards now withdrawn.

PPS4 - Planning for Sustainable Economic Growth.

The Birmingham Unitary Development Plan 2005.

Places for Living, Supplementary Planning Guidance.

Places for All, Supplementary Planning Guidance.



Appendix 1

Car parking standards and guidance

Maximum standards for major land uses

| Use | Standard | Additional considerations |
|---|---|--|
| 1. Residential, including flats and apartments (Use Class C3). | Area 1:1 space per dwelling. Area 2:1.5 spaces per dwelling. Area 3:2 spaces per dwelling. | <p>This standard should be seen as an average which the City Council will seek to achieve across each Area as a whole.</p> <p>The level of parking provision appropriate to any individual proposal will be assessed in the light of this standard, but will also take into account the circumstances of the particular scheme, including in particular:</p> <ul style="list-style-type: none"> * The size of the dwellings proposed. * The proximity of facilities such as schools, shops or employment areas. * The availability of on-street and off-street public car parking in the area. * The width of the highway, and its capacity for safe on-street parking in front of dwellings. * The likelihood that any existing on-street parking problems will be made worse and adding to congestion. * The availability of public transport provision and desire to achieve wider sustainability objectives. |
| 2a. Hotels and Guest Houses (Use Class C1) - up to 50 bedrooms. | Area 1:1 space per 4 bedrooms. Area 2:1 space per 3 bedrooms. Area 3:1 space per 2 bedrooms. | Additional spaces may be appropriate where restaurant, conference facilities, bars, fitness clubs, etc open to non-residents are provided. |
| 2b. Hotels and Guest Houses (Use Class C1) - over 50 bedrooms. | As 2(a) for first 50 bedrooms then: Area 1:1 space per 6 bedrooms. Area 2:1 space per 4.5 bedrooms. Area 3:1 space per 3 bedrooms. | |
| 3. Purpose-built Student Accommodation (Use Class C2). | Area 1:1 space per 10 bedrooms. Area 2:1 space per 7.5 bedrooms. Area 3:1 space per 5 bedrooms. | In Area 3 lower levels of provision will be appropriate in campus situations. |

| | | |
|---|---|--|
| 4. Restaurants and Cafés (Use Class A3). | Area 1:1 space per 12 covers. Area 2:1 space per 9 covers. Area 3:1 space per 6 covers. | |
| 5. Public Houses, Wine Bars (Use Class A4) and Private Clubs (Use Class-Sui Generis). | Area 1:1 space per 9m ² drinking area. Area 2:1 space per 7m ² drinking area. Area 3:1 space per 4.5m ² drinking area. | |
| 6. Convenience Retail (Use Class A1). | Area 1:1 space per 28m ² (gross). Area 2:1 space per 21m ² (gross). Area 3:1 space per 14m ² (gross). | Provision should also be made for Ring and Ride and Special Needs Public Service Vehicles. Inclusion of shared parking facilities. |
| 7. Comparison Retail (Use Class A1). | Area 1:1 space per 40m ² (gross). Area 2:1 space per 30m ² (gross). Area 3:1 space per 20m ² (gross). | In appropriate cases planning approval for such uses may be subject to conditions preventing change of use to convenience retail where this could result in inadequate car parking provision being available. Inclusion of shared parking facilities. |
| 8. Financial and Professional Services (Use Class A2). | Area 1:1 space per 60m ² (gross). Area 2:1 space per 45m ² (gross). Area 3:1 space per 30m ² (gross). | |
| 9. Offices and Flexible Business Use (Use Class B1). | Area 1:1 space per 60m ² (gross). Area 2:1 space per 45m ² (gross). Area 3:1 space per 30m ² (gross). | Additional spaces may be permitted where there is a contribution to the wider public good, such as the provision of publicly available parking e.g. pooling of spaces. |
| 10. General Industry and Warehouses (Use Classes B2 and B8). | Area 1:1 space per 120m ² (gross). Area 2:1 space per 90m ² (gross). Area 3:1 space per 60m ² (gross). | Appropriate provision for HGVs/Lorries/Freight. |
| 11. Higher and Further Education and Schools (Use Class D1). | Area 1:1 space per 4 staff and 1 space per 30 students (not for schools; see additional considerations). Area 2:1 space per 3 staff and 1space per 22.5 students. Area 3:1 space per 2 staff and 1 space per 15 students. | A management strategy will normally be required to ensure that the needs of short and long term users, students and staff are met. The standard for students relates to the total number of students rather than full time equivalents student. Student parking does not apply to schools. Drop off facilities will be encouraged. |
| 12. Cinemas and Conference Facilities. | Area 1:1 space per 10 seats. Area 2:1 space per 7.5 seats. Area 3:1 space per 5 seats. | Provision for coaches and HGVs. |
| 13. Sports and Fitness Facilities. | Area 1:1 space per 44m ² (gross). Area 2:1 space per 33m ² (gross). Area 3:1 space per 22m ² (gross). | Provision for coaches. |
| 14. Sports Stadium. | Area 1:1 space per 30 seats. Area 2:1 space per 22.5 seats. Area 3:1 space per 15 seats. | Provision for coaches. Levels of provision will need to take account of the type of events likely to be held at the venue. |

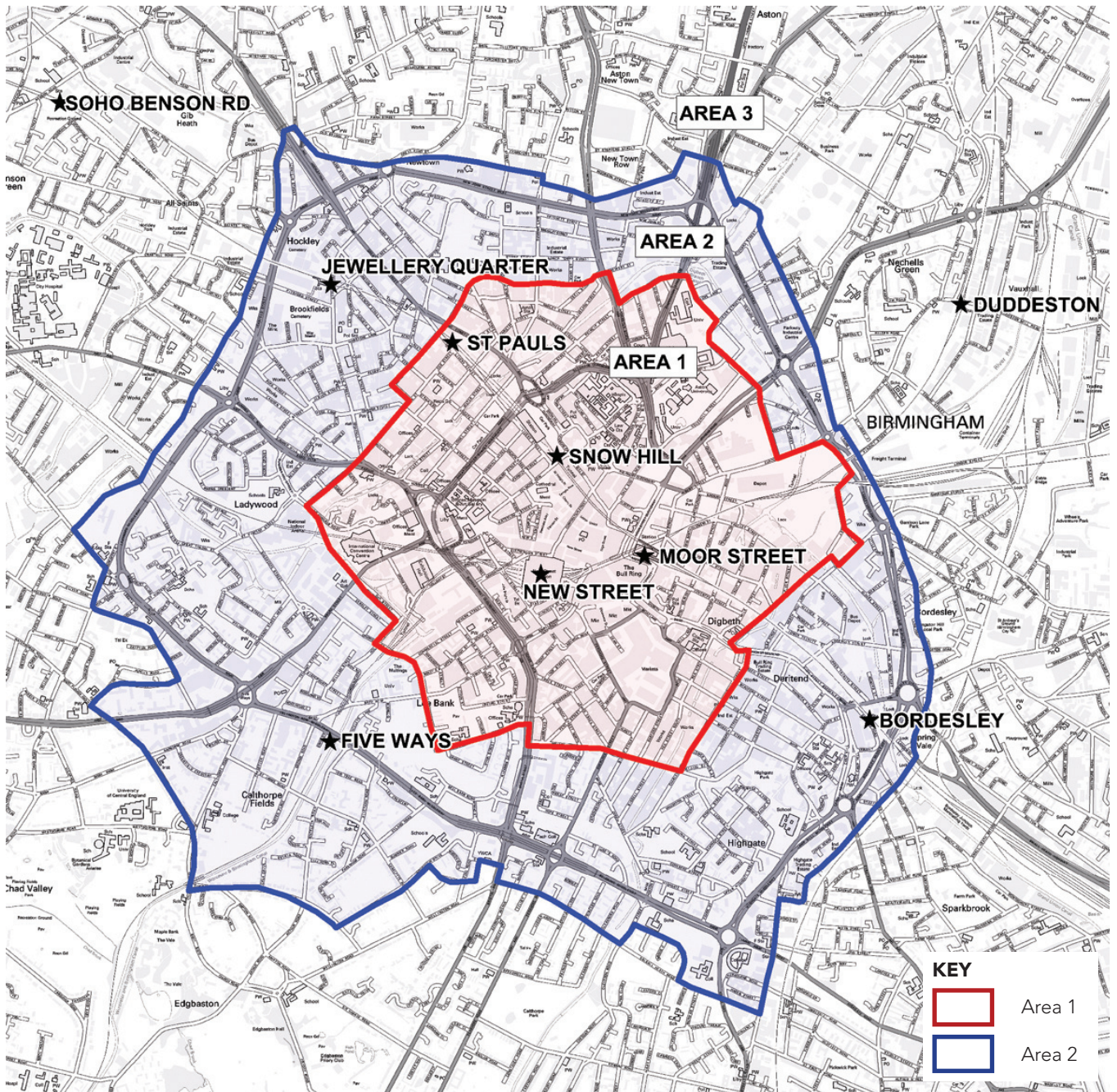
Appendix 2

Car parking guidelines for other specific uses

Car parking guidelines for other specific uses

| Use | Standard | Additional considerations |
|---|--|---|
| 1. Sheltered residential accommodation (Use Class C3). | 1 space per 2 units and 1 space per warden unit. | Lower levels of parking may be appropriate where occupation is limited to the frail elderly. Higher levels may be necessary if parking spaces within the scheme are allocated to specific occupiers. Provision for staff - 1 space for every 3 staff. |
| 2. Nursing elderly and specialist care homes (Use class C2). | 1 space per 3 bed spaces. | Provision should also be made parking and loading within the site for Ring and Ride and Special Needs Public Service Vehicles. |
| 3. Places of worship. | 1 space per 10m ² for those meeting local needs. 1 space per 4.5m ² for those providing for a wider need. | Provision should also be made for Ring and Ride and Special Needs Public Service Vehicles. |
| 4. ATMs (cash dispensers). | Not applicable. | Where ATMs are proposed in locations which are likely to encourage passing traffic to stop, account should be taken of the need for safe pull-in places to be available in the vicinity. |
| 5. Vehicle maintenance/repair garage/tyre and exhaust fitting (Use Class B2). | 4 spaces per working bay. | Adequate provision for customer vehicles should be provided to reduce on-street parking. |
| 6. Doctors/dental surgeries and health centres (Use Class D1). | 4 spaces per consulting room and 1 per treatment room. | Separate provision should be made for other health professionals (e.g. physiotherapists and chiropodists) maximum provision dependant on whether full time or part time service provision. |
| 7. Day nurseries and madrassahs (Use Class D1). | 1 space per 8 children. | |
| 8. Hospitals (Use class C2). | 1 space per 2 staff and 1 space per 2 beds. | A management plan to balance short and long term needs will normally be required. Specific provision for disabled people will be required. |

Appendix 3 Plan A : Car parking standards - City Centre areas

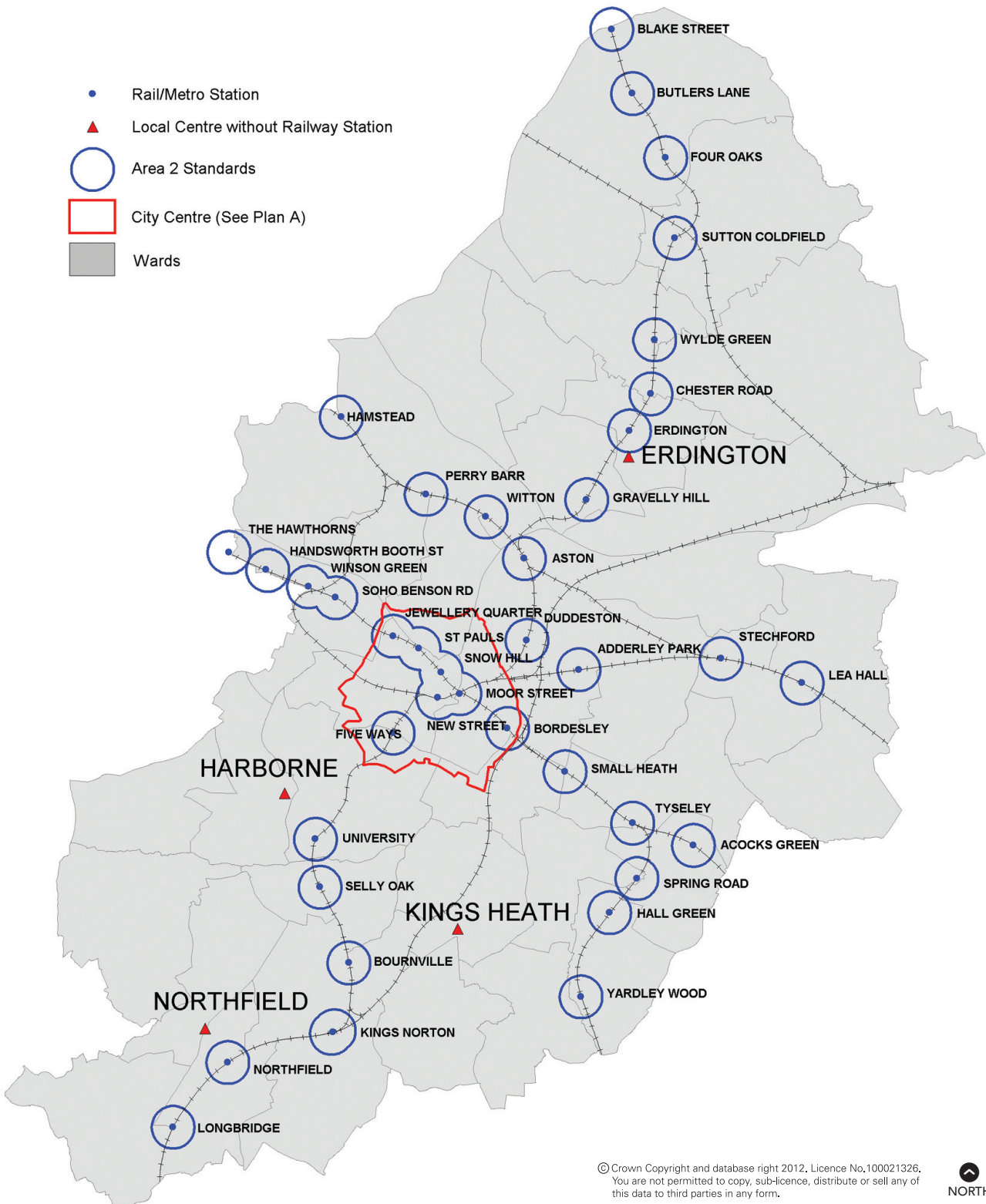


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Appendix 3

Plan B : Car parking standards city wide - Areas 2 and 3



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Appendix 4

Standards for parking for people with disabilities

Compliance with the guidelines below will be required in respect of new buildings and where there are alterations or extensions to existing buildings. These standards are mainly derived from those in British Standard 8300:2009. This provision will be in addition to parking provision for general needs in line with Appendix 1.

Bays for drivers with disabilities should be 3.6m wide or alternatively should consist of two standard 2.4m bays with shared spaces of 1.2m between. In addition a 1.2m safety zone should be provided for boot access and cars with rear hoists. The 1.2m safety/unloading zone at the rear of the accessible parking bays should not project into the 6m minimum width manoeuvring roadway in car parks, as this would expose disabled drivers to being reversed on in the 'safe zone'.

On-street parking bays should be 6.6m long with width of 3.6m and dropped kerb access at one end (See DETR Leaflet 05/95). Accessible 'on street' parallel parking bays should allow for

additional length for a tailgate/rear unloading ramp, with a drop kerb alongside. Scope for driver and passenger side unloading onto the pavement would mean a choice of bays being provided in an area. The document should refer to 'Disabled People' in line with BCC's adoption of the Social Model of Disability.

Parking spaces for people with disabilities should be clearly marked, located as close as possible to the main accessible entrance to the building and with level or ramped access from the bay to the entrance. Wherever possible this should be undercover. Planning conditions may be attached to planning consents requiring active management of spaces to help prevent abuse.

Provision of designated parking spaces

| Use | Standard |
|---|---|
| a) Business uses (B1, B2 and B8). | At least one space or 2% of the total capacity, whichever is the greater. |
| b) Shopping, recreation, education, health and leisure facilities, hotels, community halls and advice centres. (Use Classes A1, A2, A3, C1, C2, D1 and D2). | A minimum of one space or 6% of the total capacity up to a total of 200 bays (whichever is the greater) plus 4% of any capacity above 200. Larger parking bay for special needs transport providers such as ring/ride community minibus or ambulance close to the entrance. An additional 4-5% of provision of enlarged parking spaces to meet future increasing needs, particularly for/in health/medical locations. |

Continued...

Provision of designated parking spaces (continued)

| Use | Standard |
|--|--|
| c) Railway and other public car parks. | A minimum of one space per 5% of the total capacity up to a total of 200 bays (whichever is the greater) plus 4% of any capacity above 200. Larger parking bay for special needs transport providers such as ring/ride community minibus or ambulance close to the entrance. |
| d) Places of worship, crematoria and cemetery chapels. | A minimum of two designated spaces or 6% of total capacity as close as possible to the entrance. Larger parking bay for special needs transport providers such as ring/ride community minibus or ambulance close to the entrance. |
| e) General purpose housing. | 1 wider space for every wheelchair standard dwelling. 1 wider space for every 10 spaces provided in parking areas separate from the dwellings. |
| f) Sheltered accommodation. | For up to 10 spaces or garages, 3 wider spaces or garages should be provided. Thereafter, 1 wider space or garage should be provided for every 4 additional spaces or garages. |

Appendix 5

Standards for cycle and motor cycle provision

The need for cycle parking facilities

The City Council has a policy of encouraging cycling as a means of transport. However lack of suitable cycle parking facilities can result in theft, damage and discourage cycling. Proper provision can help improve the appearance of an area and buildings by reducing random cycle parking. Provision for one bicycle need take up only about one tenth of the space allocated for each car in a car parking space.

Location of stands

Parking stands for cycles should be in locations where there is natural surveillance or ideally CCTV. Parking should not be more than 30m from a building entrance and ideally should be sign posted and have lighting. Visitor parking should be under cover and normally within 10m of visitor entrances. This should be overlooked or covered by CCTV. Long term cycle parking for employees and students should, where practical, be located within buildings, in cycle sheds or in undercover situations such as basement car parks and should be subject to surveillance by staff. In some locations it may be appropriate to provide weatherproof cycle lockers/secure cycle parking compound. The siting of stands in prominent places and Listed Buildings and Conservation Areas needs careful consideration. It is often better to have several small groups of stands. The siting of stands should not obstruct a main entrance to buildings where they can cause a hazard to blind and partially sighted people. Cycle parking stands should be clearly signed to make their purposes clear.

New houses require outdoor space with good access to the highway to allow the installation of cycle storage. Garages are suitable cycle storage provision but should be large enough to accommodate bicycles sufficient for all householders as well as a car.

Types of stands

Although a number of types of stand can be purchased, there are a number of common designs each of which should be taken into consideration. Stands should ideally give secure support for both wheels and frame. The single wheel holder types are unsatisfactory because of the risk of wheels buckling and theft.

The most satisfactory form is the universal type (Sheffield). This can accommodate two bicycles either side with a distance separation between stands of 1m. If you require additional information, including a list of suppliers of stands, please contact the Council's Cycling Officer on (0121) 303 7195. Alternatively you can send an email to: cycling@birmingham.gov.uk

Motorcycles and powered two wheelers

The standard for parking provision is also a minimum and is normally equivalent to that for cycle parking. However, overall levels are unlikely to exceed 10 spaces per development.

Similar to cycle parking provision powered two wheeler parking spaces should be provided in well-lit places where there is casual or formal surveillance. Anchor points should be provided to give the rider something to fix their bikes

to. These should be robust and a height of 60cm will accommodate a range of wheel sizes. Powered two wheeler parking areas should be enclosed by rails or bollards for security. If possible, locker facilities should also be provided.

Standards (all standards are minimums unless stated otherwise)

| Use | Standard |
|---|--|
| 1. Flats and apartments. | Minimum one space per unit. |
| 2. Hotels and guesthouses - Use Class C1. | Consideration of spaces for staff. Provision determined by number of expected staff. |
| 3. Purpose - built student accommodation. | 1 space per 4 bedrooms. |
| 4. Restaurants and cafes - Use Class A3. | 1 space per 18 covers. |
| 5. Public houses, wine bars and private clubs - Use Class A3. | 1 space per 100m ² drinking area. |
| 6. Convenience retail - Use Class A1. | 1 space per 125m ² for developments <1000m ² . 1 space per 400m ² for developments >1000m ² . |
| 7. Comparison retail - Use Class A1. | 1 space per 300m ² for developments <1000m ² . 1 space per 400m ² for developments >1000m ² . |
| 8. Financial and professional services. | 1 space per 125m ² for developments <1000m ² . 1 space per 400m ² for developments >1000m ² . |
| 9. Offices and flexible business use. | 1 space per 250m ² for developments <1000m ² . 1 space per 400m ² for developments >1000m ² . |
| 10. General Industry and warehousing. | 1 space per 500m ² for developments <1000m ² . 1 space per 400m ² for developments >1000m ² . |
| 11. Higher and further education and schools. | 1 space per 10 staff or students. |
| 12. Cinemas, theatres and conference facilities. | 1 space per 50 seats. |
| 13. Sheltered residential accommodation. | 1 space per 10 units. |
| 14. Doctors, dentists and health centres. | 1 space per consulting room. |
| 15. Hospitals. | 1 space per 10 staff. |





