

Car and Cycle Parking Standards

The Car and Cycle Parking Standards form Supplementary Planning Guidance to the Cambridge Local Plan 1996, and will be applied to planning applications received on or after 14 July 2004.

PART A: CAR PARKING STANDARDS

1 Introduction

1.1 The standards set out in this document define the appropriate levels of car parking that Cambridge City Council, as a Local Planning Authority, will permit for various types of development in different areas of the City. 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 uses, however for some land use types, whose transport patterns are difficult to generalise (for instance hospitals), 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 Car Parking Standards

1.3 Parking for disabled people will be required for their exclusive use at all sites by applying the ratios set out in section 2. 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 The standards make a clear distinction between sites inside of and outside of the Controlled Parking Zone (CPZ). Within the CPZ, parking controls exist on all streets, and new developments will not usually be eligible for permits for on-street parking. Near to the CPZ boundary, a site is deemed to be within the CPZ if its access point to the existing highway is within the CPZ. A map illustrating which roads are currently within the CPZ is available from the City Council on request.

1.5 Within the CPZ, which covers the central area of Cambridge, the stated levels of car parking are a maximum and may be reduced, except for disabled provision. However, on the edges of the CPZ it may be necessary to demonstrate that any reduction in provision below the stated levels will not displace parking to nearby non-controlled areas.

1.6 Outside of the CPZ, levels of car parking below the stated levels, including car-free developments, will be supported where:

- (a) the site has good access to frequent 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 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.

1.7 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 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/or Transport Assessments (when these are required by the Local Authority) will play a key role in demonstrating the need for any such additional parking.

1.8 The re-development of a site with an existing authorised level of car parking much higher than that specified in the following Standards may be proposed. In such cases, the Planning Authority may consider allowing a level of car parking for the redevelopment that is higher than the Standards, on the condition that parking is significantly reduced from the previous level.

1.9 Where reference is made to staff numbers, this relates to the typical number of staff working at the same time. GFA refers to Gross Floor Area.

2 Provision for Disabled People

2.1 Generally, at least 5% of the total number of car parking spaces, as given by the Standards for outside the CPZ, should be reserved for disabled people, rounded up to the nearest whole space. Where parking provision is below the Standards for outside the CPZ (including on sites within the CPZ) the required proportion of spaces reserved for disabled people will therefore be higher than 5%.

2.2 Higher ratios than the 5% given above may be required in some cases by the 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 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.

2.3 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 be located at a distance not more than 100m from the site.

2.4 Disabled car parking spaces should be marked either 'disabled' or with a wheelchair symbol.

3 Residential Uses

A RESIDENTIAL DWELLINGS

3.1 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, which is the maximum level permitted by PPG 3. Visitor parking should be marked appropriately.

3.2 New developments do not qualify for residents' parking permits within the existing on-street parking schemes and an informative would be attached to any planning approval.

TABLE 1: RESIDENTIAL DEVELOPMENT

Dwelling Size	Inside CPZ	Outside CPZ
Up to 2 bedrooms	1 car parking space	1 car parking space
3 or more bedrooms	1 car parking space	2 car parking spaces

B OTHER RESIDENTIAL DEVELOPMENTS

3.3 In addition to the application of the Parking Standards defined in Table 2, covering the needs of residents, visitors and staff, developers should demonstrate that their proposal provides for any particular exceptional needs, such as service vehicles.

TABLE 2: OTHER RESIDENTIAL DEVELOPMENTS

Type of Development	Inside CPZ	Outside CPZ
Guest houses and hotels	1 space for every 4 bedrooms and 1 space per resident staff.	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 disabled people, disabled parking of at least 1 space for each room so designed should be provided.	
Nursing homes	1 space for every 10 residents, 1 space for every 2 members of staff working at the same time	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 for every 6 units, 1 space for every 2 members of staff	1 space per 4 units, 1 space for every 2 members of staff
	Provision must be made for ambulance parking. A 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 exists	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 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	1 space per resident warden/staff
	Where there are rooms specifically designed for disabled people, 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 per 5 bed spaces.	1 space per 3 bed spaces.
	1 space per resident warden/staff	1 space per resident warden/staff
	Where there are rooms specifically designed for disabled people, 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	1 space for every 3 non-resident staff plus 1 space per resident warden/staff	On merit
	Where there are rooms specifically designed for disabled people, disabled parking of at least 1 space for each room so designed should be provided.	
Hospitals	On merit	On merit

4 Retail, Culture, Leisure and Sports Uses

4.1 Limited car parking will be allowed in the Controlled Parking Zone (CPZ) for these types of uses. Access will primarily rely on public transport, cycling and walking. Car journeys will be accommodated through public parking, including Park and Ride.

4.2 Outside the CPZ, Transport Assessments will play a key role in determining the optimal level of car parking, in particular for mixed-use developments and retail parks where linked trips might lead to a level of parking below Cambridge City Council's standards.

4.3 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

Retail Use Inside	Inside CPZ	Outside CPZ
Food retail	Disabled only	1 space per 50 m ² GFA up to 1400 m ² and 1 per 18 m ² thereafter, including disabled.
Non-food retail	Disabled only	1 space per 50 m ² GFA, including disabled.
Financial and professional services	1 space per 100 m ² GFA to include customer parking plus disabled	1 space per 40 m ² GFA, including disabled car parking.
Food and drink, takeaways	1 space for proprietor resident	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	Inside CPZ	Outside CPZ
Museums, Exhibition venues	Disabled only	On merit
Sports & recreational facilities, swimming baths	1 space for every 3 staff plus disabled	2 spaces for every 3 staff plus 1 space for every 4 seats, including disabled
Cinema	1 space for every 2 staff plus disabled	1 space for every 5 seats, including disabled
Stadia	Disabled only	1 space for every 15 seats, including disabled
Places of assembly including, theatre, auditoria and concert hall	1 space for every 2 staff plus disabled	1 space for every 4 seats, including disabled and staff car parking
Place of worship	1 space per 100 m ² floor area plus disabled.	1 space for every 8 seats, including disabled.
Public halls/ community centres	1 space per 100 m ² public floor area plus disabled.	1 space per 20 m ² of public floor area, including disabled.

5 Business Uses

5.1 Limited car parking will be allowed in the Controlled Parking Zone. Access will primarily rely on public transport, cycling and walking.

TABLE 5: BUSINESS AND INDUSTRIAL USES

Use	Inside CPZ	Outside CPZ
Offices, General Industry	1 space per 100 m ² GFA plus disabled	1 space per 40 m ² GFA, including disabled
Storage	1 space per 300 m ² GFA plus disabled	1 space per 100 m ² GFA, including disabled

6 Non-residential Institutions

TABLE 6: NON-RESIDENTIAL INSTITUTIONS

Use	Inside CPZ	Outside CPZ
Clinics and Surgeries	1 space for every 2 professional members of staff plus 1 space per consulting room	1 space for every professional member of staff plus 2 spaces per consulting room
Non-residential schools	1 space for every 3 staff	2 spaces for every 3 staff
Non-residential higher and further education	1 space for every 4 staff	2 spaces for every 3 staff
Crèches	1 space for every 3 staff	2 spaces for every 3 staff

PART B: CYCLE PARKING STANDARDS

The standards in the tables below set out Cambridge City minimum requirements in terms of cycle parking for new developments and changes in use. 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 this document.
- 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.
- Cycle parking for employees should be, wherever practical, covered and in a convenient, secure location.
- 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 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, e.g. for a multi-purpose site, is likely to result in a duplication of provision and for the Historic Core Area of the city where land constraints may make application of the standards difficult for change of use or refurbishment.

TABLE 1: RESIDENTIAL USE

Type of Development	Number of Spaces
Residential dwellings	<ul style="list-style-type: none"> - 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, residential schools, college or training centre	<ul style="list-style-type: none"> - 1 space per 2 bed spaces within Historic Core Area - 2 spaces per 3 bed spaces for the rest of the city. - 1 visitor space per 5 bed spaces
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 1500m ² thereafter 1 per 75m ²
Non-food retail	1 space per 25 m ² GFA up to 1500m ² thereafter 1 per 75m ²
Financial and professional services	1 space per 30m ² GFA to include some visitor parking
Food and drinks	1 space for every 10 m ² of dining area
Museums, Exhibition venues	1 space 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 10m ² of pool area and 1 for every 15 seats provided for spectators

¹ Gross Floor Area

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: BUSINESS 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

CYCLE PARKING

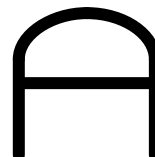
DESIGN

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

Sheffield Stand:

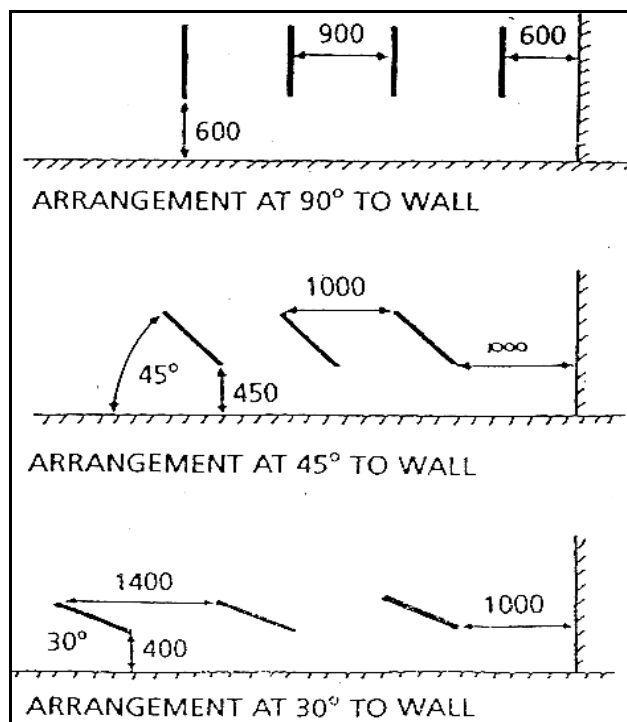


Rounded A Stand:



LAYOUT

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



HIGH CAPACITY

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.

