

**Vehicle, Cycle
and Electric
Vehicle Parking
Guidance for New
Development**

February 2023



SURREY
COUNTY COUNCIL

Surrey County Council Vehicular, Cycle and Electric Vehicle Parking Guidance for New Development

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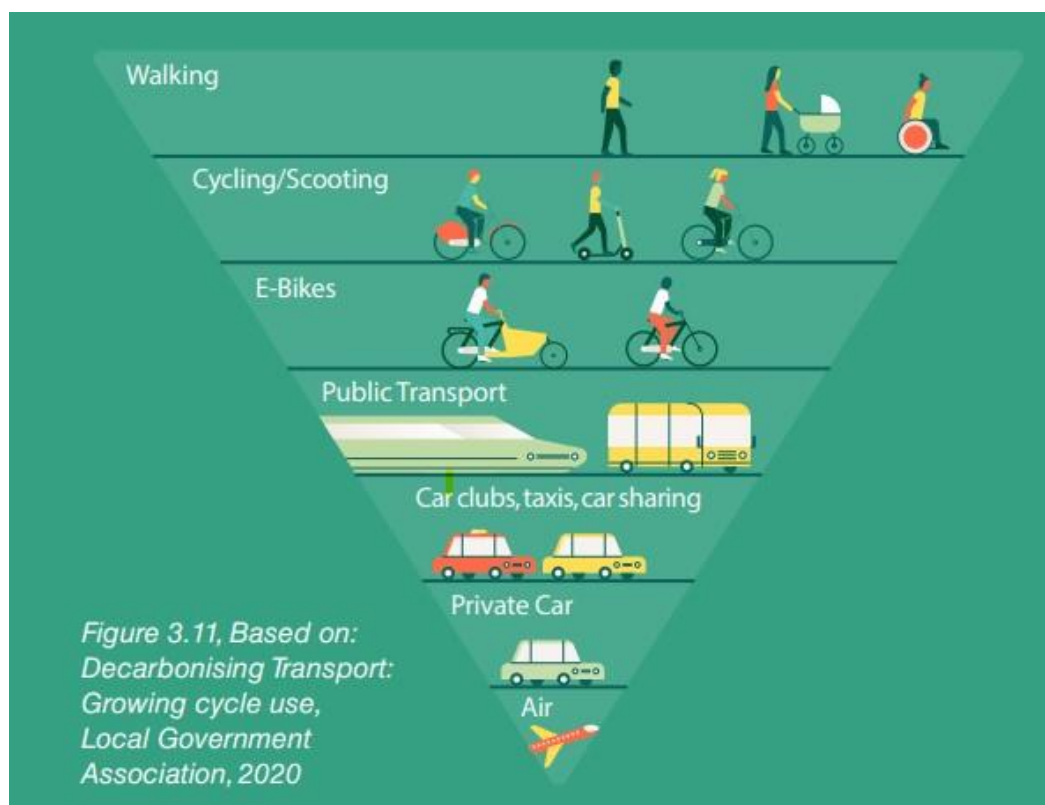
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Introduction

Surrey County Council's Local Transport Plan (LTP4) sets out our ambitious roadmap for rethinking and transforming Surrey's transport to 2032 and beyond. The LTP4 has been developed from an extensive evidence base, compiled by reviewing local policies, strategies and datasets to understand Surrey's issues and identify the key drivers, priorities, opportunities and challenges for transport across the county. The LTP4 sets out plans to support these changes by developing and enhancing safe, cleaner, greener ways of travelling and accessing services and opportunities. Behaviour change, innovation and uptake of technology such as electric vehicles and e-bikes, will all be integral to achieving these challenging aspirations for our county.

The LTP4 and the Healthy Streets Policy will encourage a clear hierarchy of users:



It is widely recognised that the availability of car parking has a major influence on the means of transport people choose for their journeys. It is therefore essential to try and get the balance right, by providing an appropriate level and type of parking, protecting highway safety and promoting transport sustainability.

This guidance recognises that Surrey produces varying demand for travel and car parking, and its resultant car parking requirements. It would be inappropriate to apply a single standard across the entire county, so the intention is to apply a pragmatic and flexible approach.

Surrey County Council (SCC), as Highway Authority is a Statutory Consultee in respect of transport planning considerations and responds to planning application consultations from all of the Planning Authorities where development has a highway and transport impact.

At a local level, concerns relating to deficiencies in car parking provision leads to a desire amongst local communities for more car parking spaces. On these occasions, the County Council might express concern about catering for car parking demand particularly in an area that might already be suffering from congestion.

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Surrey exhibits a wide range of social and economic circumstances that necessitate a flexible approach to identifying appropriate levels of car parking provision. Such an approach should provide a level of accessibility by private car that is consistent with the overall balance of the transport system at the local level.

The increased popularity of cycling for leisure and commuting means that the inclusion of high-quality cycle parking is important in all new development. Similarly, the emergence of electric vehicles and a projected growth in their use and ownership dictates that charging points must also become integral to all new development.

Policy

This guidance was originally produced in 2012 in accordance with the national planning policy in existence and emerging at that time. Consideration was also given to the draft National Planning Policy Framework (NPPF) dated July 2011. The NPPF is based around the principle of local and neighbourhood plans, which empower local communities to shape their own surroundings. It provides a framework within which local people and their respective councils can produce their own distinctive approaches, reflecting the needs and priorities of their areas.

It is considered that this parking guidance very much accords with the NPPF 2021 in its recommendation for flexibility and application according to local circumstances.

Consultation

This guidance was originally the subject of consultation with Surrey's Local Planning Authorities (LPA's) between October 2010 and January 2011. Comments received were incorporated where appropriate. The previous 2018 and 2021 guidance evolved to maintain pace in terms of transport sustainability and emerging technology, and was approved by SCC's Cabinet Member for Transport and shared with the LPA's. The new electric vehicle (EV) requirements were also presented to the 'Surrey Air Alliance', a group made up of Environmental Health Officers from Surrey districts and boroughs. This guidance is intended to be applied locally and via Local Development Frameworks..

The original guidance sought the use of 3kw trickle charger points; these are no longer recommended and instead it is recommended that higher capacity charge points be used to align with increasing technology and larger capacity EV batteries.

This guidance has been further updated to reflect the aims and objectives of Surrey's new LTP4. The guidance will be further updated as and when necessary to keep pace with evolving EV technologies. Any significant changes to future EV infrastructure requirements will become the subject of further consultation.

Application of this guidance

This guidance is intended to be flexible and used as considered appropriate by the 12 LPAs across Surrey. This is to ensure that parking requirements can be completely tailored by the LPA to suit the unique circumstances of any given development proposal in accordance with its location.

How to use this guidance

SCC's vehicular and cycle parking guidance is set out overleaf. This guidance is commended to the 12 LPAs for use within their own local development framework documents and supersedes the SCC Parking Strategy dated January 2012. Please note:

- All parking levels relate to gross floor area and are recommended as a maximum unless otherwise stated.
- Provision for uses marked "**individual assessment**" will require their own justification and the inclusion of parking management plans, travel plans and cycle strategies where appropriate.
- Levels of parking per member of staff (full time equivalent) should be calculated using the average of those employed on site at any one time.
- Guidance is also provided regarding disabled parking, school parking, car clubs and electric vehicle charging points.

Production of Individual Assessments

Where "individual assessment" is required, it should be demonstrated that demand for parking is either met on site or mitigated and managed as appropriate.

Potential grounds for parking related objections by SCC

When responding to consultations on development, it is expected that SCC will only raise objections regarding parking if any shortfall would lead to danger on the adjoining highway with significant implications for road safety, or where excessive parking would lead to overuse of the car.

Recommended Guidance - Maximum Vehicular Parking Levels

Use Class	MAXIMUM per m ² GFA
E Retail	
Food or non-food retail e.g. small parades of shops serving the local community (up to 500m ²) *	1 car space per 30m ²
Food retail (500 m ² to 1000m ²) *	1 space per 25m ²
Food retail (above 1000m ²) *	1 car space per 14m ²
Non-food retail (500m ² or more) *	1 space per 25m ²
*Suggested reductions as stated or greater, to be applied based on location. Note: Retail parking to be provided as shared use where appropriate.	Town Centre 75% Edge of Centre 50% Suburban 25% Suburban/Edge/Village/Rural 0%
Sui Generis Food and drink	
Restaurants, snack bars and cafés. For sale & consumption on the premises (if located beyond Town Centre locations).	1 car space per 6m ² No parking in town centres
Sui Generis Drinking establishments	
Public houses, wine bars or other drinking establishments but not nightclubs (if located beyond Town Centre locations).	Individual assessment/justification No parking in town centres
Sui Generis Hot Food Takeaways	
For sale & consumption of hot food off the premises (if located beyond Town Centre locations).	1 car space per 6m ² No parking in town centres
E(g) Business	
Offices, research & development, light industry appropriate in a residential area – threshold of 2500m ²	A maximum range of 1 car space per 30m ² to 1 car space per 100m ² depending on location
B2 General Industrial	
General industrial use	1 car space per 30m ²
B8 Storage/distribution (including open air storage)	
Warehouse – storage	1 car space per 100m ² 1 lorry space per 200m ²
Warehouse – distribution	1 car space per 70m ² 1 lorry space per 200m ²
Cash and carry	1 car space per 70m ² 1 lorry space per 200m ²
C1 Hotels	
Hotels, boarding and guest houses where no significant care is provided	1 car space per bedroom plus 1 coach space per 100 bedrooms OR Individual assessment/justification

C2 Residential Institutions	
Care home Nursing home	1 car space per 2 residents OR Individual assessment/justification
Hospitals	1 car space per 4 staff plus 1 car space per 3 daily visitors OR Individual assessment/justification
Residential colleges	Individual assessment/justification
Training centres	1 car space per 2 staff OR Individual assessment/justification

C3 Dwelling houses (family houses, up to 6 residents living as a single household, including households where care is provided)				
Locational Characteristics	Town Centre	Edge of Centre	Suburban	Suburban edge/ Village/Rural
1 & 2 bed flats	Car-free or 1 space per unit (dependant on site location)	1 space per unit	1 space per unit	1 space per unit
1 & 2 bed houses	Car-free or 1 space per unit (dependant on site location)	1 space per unit	1 + space per unit	1.5 + spaces per unit
3 bed houses	Car-free or 1 space per unit (dependant on site location)	1 + space per unit	2 + spaces per unit	2 + spaces per unit
4 + bed houses	Car-free or 1 space per unit (dependant on site location)	2 + spaces per unit	2 + spaces per unit	2 + spaces per unit

Notes:

1. Town centre parking permits will not be issued for new developments from 1st April 2023.
2. Reduced or even nil provision may be appropriate in support of demand management and the most efficient use of land.
3. Allocated or unallocated residential parking may be acceptable where appropriate.
4. Unallocated residential parking should be available only to the proposed development.
5. Visitor parking may be provided where appropriate for residential development though is not always necessary.
6. In major town centres where public transport facilities are readily available, with good access to rail and bus services, no car parking provision should be provided. It is recognised that this may not be appropriate in smaller town centres.
7. The provision of garages is considered to be a matter for the local authority. Garages, open carports and/or car barns are acceptable subject to good design. Whilst garages are considered to meet part of the parking provision, it is acknowledged that in certain locations garages are likely to be used for purposes other than parking, including cycle parking. The recommended sizes for garages is set out below:
 - Single garage; 6.0m x 3.0m (where cycle parking is provided separately from the garage).
 - Single Garage: 7.0m x 3.0m (where cycle parking is to be provided within the garage)*.
 - Double Garage: 6.0m x 5.0m (where cycle parking is provided separately from the garage).
 - Double Garage: 7.0m x 5.0m (where cycle parking is to be provided within the garage)*.

*Where cycle parking is expected to be provided within any garage, care is needed to ensure that cycles can easily enter and exit the garage whilst a car is parked.

Elderly (sheltered)	1 car space per 1 or 2 bed self-contained unit OR 0.5 per communal unit OR Individual Assessment
E and F Non-residential institutions	
Day Nurseries/Crèche	0.75 car spaces per member of staff plus 0.2 spaces per child
Doctor's practices	1 car space per consulting room remaining spaces on individual assessment
Dentist's practices	1 car space per consulting room remaining spaces on individual assessment
Veterinary practices	1 car space per consulting room remaining spaces on individual assessment
Libraries, museums and art galleries	1 car space per 30m ² OR Individual assessment/justification
Public halls licensed for entertainment, unlicensed youth and community centres and Scout huts etc	1 car space per 3 persons OR per 3 seats OR per 20 m ² OR Individual assessment/justification
Places of worship	1 car space per 10 seats OR Individual assessment/justification
Schools/colleges/children's centres	Individual assessment/justification – see additional notes on page 7

E and F Assembly and leisure	
Theatres, cinemas, bingo clubs, dance halls and clubs	1 car space per 5 licensed persons OR Individual assessment/justification
Conference Centres	1 car space per 5 seats OR Individual assessment/justification
Exhibition Halls	1 car space per 6 m ² OR Individual assessment/justification
Stadia	1 car space per 15 seats OR individual assessment/justification
Health clubs/leisure centres	Individual assessment/justification
Tennis and Badminton Clubs	4 car spaces per court OR Individual assessment/justification
Squash Clubs	2 car spaces per court OR Individual assessment/justification
Marinas and water sports	3 car spaces per hectare of water OR Individual assessment/justification
Field Sports Clubs	1 car space per 2 playing participants OR Individual assessment/justification
Golf Clubs and driving ranges	1 car space per 0.3 holes OR per driving bay OR Individual assessment/justification
Equestrian centres	1 car space per stable OR Individual assessment/justification

Other uses	
Pick your own fruit farms	9 car spaces per hectare of farmland OR Individual assessment/justification
Vehicle repair, garage and spares stores	1 car space per 20m ² OR Individual assessment/justification
Car sales establishments	1 car space per 50m ² car display area OR Individual assessment/justification
Exhaust and tyre centres	1 car space per 0.3-0.5 bays OR Individual assessment/justification
Sui Generis and all other uses not mentioned above	Individual assessment/justification

Disabled Parking

Parking for disabled drivers should be designed and provided in accordance with the appropriate government guidance. As a starting point, for non-residential development, an additional 5% of total parking spaces should be allocated for disabled users or a minimum of 1 space per 750m² (whichever is the greater) to meet demand. Such spaces should have dimensions of 3.6m by 5m and be located no further than 50m from an accessible entrance, (ideally the main entrance), clearly signed and under cover. This is in accordance with Department for Transport Traffic Advice Leaflet 5/95.

School Parking

New Schools, or those where expansion is proposed, are expected to develop, update and monitor School Travel Plans.

Cars

Operational requirements (broadly defined as staff and visitors) should be provided for only, together with overflow parking areas for community uses. Parent parking, pupil parking and drop off/pick up areas should not be provided as this is a disincentive to travelling by sustainable modes. Existing sites may be an exception if further on-street parking reduces highway safety or emergency access.

Measures to discourage parking should be considered first and could include car sharing, staggered school days, parking restrictions, parking permits issued on the basis of need and other measures as appropriate. A parking management plan should be prepared and submitted as an integral part of any planning application where parking is an acknowledged problem.

Coach/Bus

On all new school sites where it is likely that pupils will travel to and from school in coaches, sufficient space should be reserved to allow coaches to enter the site, drop off and pick up pupils. Where appropriate, bus stops, bays, raised kerbs, seating and shelters shall be provided on the highway by the applicant.

Cycles and non-motorised Scooters

Provision of cycle and non-motorised scooter* parking will be a condition of any new or expanded school. Whenever possible, improvements to cycle routes and other appropriate safety measures should be provided by the applicant. (*for Pre-school and Primary School education).

Recommended Guidance - Car Club Requirements

The provision of Electric Vehicle Car Club parking spaces will be supported and encouraged in line with SCC's Car Club guidance.

A car club provides cars for short term hire on a pay per trip basis. This allows individuals and businesses affordable access to a vehicle without the need for ownership. Take up of car clubs is growing rapidly, as levels of car ownership decline. Car clubs offer clear benefits for individuals, with cost savings and access to a range of low carbon, well-maintained, flexible use vehicles.

Car clubs also support policies to cut congestion, reduce emissions, improve air quality, reduce parking pressure and increase take-up of sustainable travel modes. Used in the right locations, car clubs can be a very effective measure to promote sustainable development.

Guidance has been produced to guide developers, planners and SCC officers in the process of deciding on, planning and implementing car club provision as part of a new development through the planning process.

A car club is most relevant to planning applications for large scale developments, those requiring a Transport Assessment or Transport Statement and a Travel Plan. In order to support the County's ambitions in becoming net zero carbon by 2050 at the latest, all new car club vehicles provided by development shall be electric. The simplified list of thresholds below gives an indication of when these will be required. In certain locations and development types it will be appropriate to provide car club vehicles below these thresholds although this is always to be considered on a case-by-case basis:

- Retail developments over about 800 sqm gross floor area.
- Employment developments over about 1500 sqm gross floor area.
- Residential developments including 50 or more new homes.
- Non-residential institutions and assembly or leisure developments over about 1500 sqm gross floor area.
- Developments creating about 100 or more vehicle parking spaces.

For more information, please see SCC Guidance on car clubs in new developments by scanning the following QR codes on your smartphone:

Guidance Notes:



Enterprise Car Club:



Recommended Guidance - Electric Vehicle Charging Requirements



The shared ambition of Surrey's 12 local authorities is that our residents live in clean, safe and green communities, where people and organisations embrace their environmental responsibilities. In support of this ambition – and the UK's commitment to achieving net zero carbon emissions by 2050 – Surrey's Climate Change Strategy sets out our collective commitment to do our part to tackle climate change ¹.

In 2020 pure-electric sales were up by 185.9% versus 2019, while plug-in hybrid sales were up 91.2%. August 2021 saw a 32.2% increase in pure-electric car sales in the UK compared to the same month in 2020. A total of 68,033 new cars were registered in the UK in August 2021, (10.9% of the total) were pure-electric cars, (7.4%) were plug-in hybrids, and (nearly 12%) were full hybrids. Diesel and mild-hybrid diesels accounted for the remainder of sales, at 7.5% and 4.9% of the total respectively ².

More than 6.5m households plan to buy an electric vehicle or plug-in hybrid, research by the energy watchdog Ofgem has found. This equates to 24%, or nearly one in four of all energy households. The climate change committee, an independent public body that advises the UK government and devolved governments, predicts that about 18m battery and plug-in hybrid electric vehicles will be on the road by 2030 when a ban on the sale of new internal combustion vehicles is introduced. ³

The County Council will seek the provision of electric vehicle (EV) charging points within all new developments as set out within this Guidance, supported by the NPPF 2021 at paragraph 107(e). These standards consider the view that the majority of charging will take place at home and be done overnight with supplementary charging taking place in workplaces, town centres and at service stations.

EV charging is a developing technology, and the County Council will seek to ensure that connection points are installed in line with emerging technical requirements and open standards. Connections conforming to national and/or industry standards will therefore be used wherever possible. With continuing development in technology, it is expected that wired charging may eventually be replaced by passive wireless charging which allows vehicles to park or travel over a pad buried beneath the surface. The County Council will expect new installations to be passive when this method of charging becomes cost effective for general use.



Historically there have been three speeds available for electric vehicle charging – trickle (3kw), fast (7kw) and rapid (40kw+). Trickle charging is not recommended for use by the County Council. Battery prices have fallen significantly in recent years and the recent introduction of larger batteries in more affordable family cars has reduced the practicality of trickle charging, since charging times can easily exceed 12 hours. The minimum accepted provision is 7kw 'fast chargers' unless otherwise agreed.

The standards acknowledge that innovation and technology will continue to develop, and battery sizes will get increasingly larger to meet the demand for longer range electric vehicles.

The price of charging units has also fallen, increasing the financial viability of fast 7kw chargers, in residential and commercial developments. A number of new styles of charging unit e.g., wall mounted, have increased the ease with which they can be integrated into new housing developments. Commercial land uses, particularly those with retail units, present the possibility of charging users fees for the use of fast or rapid units, creating an income stream to offset installation or running costs.

1 Surrey's Climate Change Strategy 2020 [Surrey's climate change strategy \(surreycc.gov.uk\)](https://www.surreycc.gov.uk/surreys-climate-change-strategy)

2 Driving Electric.com - Electric car sales UK: August 2021 sees electric overtake diesel for market share 6 Sept 2021.

3 The Guardian – '6.5m households in UK plan to buy an EV by 2030' 21st May 2021.

These standards will be reviewed in line with the development of technology. It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required.

General Principals

If an active connection costs on average more than £3600 to install, the developer must provide cabling (defined as a 'cabled route' within the 2022 Building Regulations).

To show that the connection cost is greater than £3600 at least two formal quotes should be given to the County Highway Authority during the notice/plans stage as follows:

- a. At least one quote should be from a distribution network operator.
- b. Quotes should clearly show all of the following:
 - i. The total connection costs for electrical infrastructure without electric vehicle charge-points for all dwellings, as an average cost per dwelling.
 - ii. The total connection costs with electric vehicle charge-points for all dwellings, as an average cost per dwelling.
 - iii. The average additional connection costs per electric vehicle charge-point per dwelling if electric vehicle charge points are installed for all dwellings with associated parking spaces.
 - iv. The maximum number of electric vehicle charge points that can be installed before the extra grid connections costs exceed £3600 per charge-point per dwelling.

Each dwelling must have an EV charge-point point as laid out in this Guidance and as stipulated by the Building Regulations. If additional spaces are provided, these should be provided with cable routes.

Where any development is provided with visitor parking spaces, 50% of these shall be provided with charge-points the remainder of the spaces shall be provided with cable routes.

Undercover Parking

Where undercover parking areas (multi-storey car parks, basement or undercroft parking) are proposed, the developer and LPA should liaise with their Building Control Teams and Local Fire Service to understand any additional requirements. EV charging-points should either be provided in multi-storey car parks, basement or undercroft parking if agreed by necessary stakeholders OR a suitable alternative scheme for the provision of EV charging-points, including on-street spaces, should be provided (please refer to current Building Regulations for full details of expected requirements, including the provision of cabled routes).

Disabled EV Parking

Each disabled parking space should be provided with an EV charge-point up until 10 disabled parking spaces are provided within a site. For locations with more than 10 disabled parking spaces, after the initial 10 spaces are provided with a charge-point, 25% of all remaining disabled spaces shall be fitted with charge-points. See page 10 for general requirements for disabled parking.

On-Street EV Charging Points

From 2023, the County Highway Authority will require the provision of on-street EV charge-points in town centres, urban environments and to support the roll out of Electric Car Club vehicles. Such EV charge-points shall be provided by Developers either through financial contributions or through S278 works. See page 11 for general requirements for car clubs.

Recommended Guidance - ACTIVE TRAVEL

Electric Scooters (e-Scooters)

The use of public scooters is not currently permitted by law. Whilst trials within cities across the country have taken place, these standards will be reviewed in line with any future changes in national law.

Electric Bikes (e-Bikes)

Please see guidance on e-bikes on page 18.

Residential Development	EV Charging Requirement	Charge Point Specification	Power Requirement
Houses	1 fast charge socket per house plus cable routes for any additional spaces	7kw Mode 3 with Type 2 Connector	230v AC 32 Amp Single Phase dedicated supply
Flats/Apartments	1 fast charge socket per flat (allocated and unallocated spaces) plus cable routes for any additional spaces	7kw Mode 3 with Type 2 Connector	230v AC 32 Amp Single Phase dedicated supply
C2 Care /Nursing Home	50% of available spaces to be fitted with a fast charge socket	7kw Mode 3 with Type 2 Connector	230v AC 32 Amp Single Phase dedicated supply
C3 Elderly (Sheltered)	1 fast charge socket per flat (allocated and unallocated spaces) plus cable routes for any additional spaces	7kw Mode 3 with Type 2 Connector	230v AC 32 Amp Single Phase dedicated supply
Developments Providing Unallocated On-street Parking (where separate off-street parking is not being provided)	The developer shall provide fast charge sockets on the highway within the vicinity of the site to be agreed.	7kw Mode 3 with Type 2 Connector	230v AC 32 Amp Single Phase dedicated supply

Commercial Development (Offices / Employment Retail / Leisure Uses)	EV Charging Requirement	Charge Point Specification	Power Requirement
E(g) Offices, light Industry 500m> B2 General Industrial 500m> B8 Storage & Distribution 1000m>	50% of available spaces to be fitted with a fast charge socket Rapid charge- points may be sought on a site- specific basis dependent on the use and scale of development.	7kw Mode 3 with Type 2 Connector	230v AC 32 Amp Single Phase dedicated supply
F1(a) Schools/Colleges C1 Hotels		Feeder pillar or equivalent permitting future connection.	230v AC 32 Amp Single Phase dedicated supply
E Commercial Businesses and Services E(e) Doctors/Dentists practices E Retail 500m2>	50% of available spaces to be fitted with a fast charge socket Rapid charge- points may be sought on a site- specific basis dependent on the use and scale of development.		

Sui Generis Uses	EV Charging Requirement	Charge Point Specification	Power Requirement
(Including all other uses not mentioned above).	50% of available spaces to be fitted with a fast charge socket Rapid charge-points may be sought on a site- specific basis dependent on the use and scale of development.	Individual assessment/ Justification	To be determined by charge point specification

High demand, Short Stay Land Uses			
Development with high demand and short stay characteristics in strategic locations (E.g.: • Motorway/Strategic Service Stations, • Large Petrol Filling stations). • Large or major development and regeneration projects.	50% of available spaces to be fitted with a fast charge socket	7kw Mode 3 with Type 2 Connector Feeder pillar or equivalent permitting future connection.	230v AC 32 Amp Single Phase dedicated supply 230v AC 32 Amp Single Phase dedicated supply
	1 or more rapid charge sockets. Additional rapid charge-points may be sought on a site-specific basis dependent on the use and scale of development.	50kw Mode 4 (DC) Multi-standard charge point.	400v AC 100Amp Triple Phase dedicated supply
Underground/undercroft parking spaces <i>Applicable to all land uses</i>			
	1 fast charge socket per dwelling (allocated and unallocated spaces) plus cable routes for any additional spaces or Where Building Regulations prevent installation of EV points, cable routes to be provided in accordance with Building Regulation requirements. Where on curtilage EV charge-points cannot be provided, the CHA will expect a number of on-street charge-points to be provided on a site-specific basis to be agreed.	7kw Mode 3 with Type 2 Connector	230v AC 32 Amp Single Phase dedicated supply

Note: These standards reflect Building Regulations Part S.

Recommended Guidance – Minimum Cycle Parking Requirements

Cycle parking should be designed and provided in accordance with government guidance and the NPPF. Current guidance suggests that such parking should be undercover, lit, secure, adequately signed and as close to the destination as possible (within 20m). For residential provision, cycle parking should be provided for all dwellings and the location of the cycle parking should be convenient, accessible and fit for purpose for the lifetime of its use, and where possible should be provided within the fabric of the building. Where cycle parking is provided within garages, such structures should be increased in size for both storage and the access/egress of vehicles. See page 8 for typical recommended sizes.

In all instances, for long-term cycle parking facilities within the development should be provided for cyclists to change clothing, shower and to store cycling equipment. In meeting this requirement, some charging points should be provided in sufficiently sized lockers, to enable the charging of removable e-bike batteries.

Cycle parking in all instances should be designed and provided for the designated users of all use classes for both short and long term stays for the needs of the user. Please note in a mixed-use development, this will likely require a combination of types of cycle parking, (e.g. disabled and adaptive/other).

Electric Bikes (e-bikes)

Electric bikes (e-bikes) are fast becoming more affordable, and provision of electrical sockets shall be provided adjacent to any secure cycle parking. Batteries are now lighter than in previous bike models and with batteries increasingly being incorporated within the bike frame itself, rather than as a slide on/off attachment. To provide facilities for the charging of e-bikes, standard three-point plug sockets should be provided in cycle storage areas, in accordance with the following:

- e-Bike Charging Point: 1 per dwelling
- e-Bike Charging Point: 20% of all available cycles (including disabled and adaptive cycles) should be able to be charged at any one time in communal cycle storage.

In most residential settings, the provision of e-bike charging point could also be used for the charging of mobility scooters.

Disabled Cycle Parking

Disabled cycle parking should be provided for within developments. For communal parking areas, 5% of the total cycle parking provided (minimum of one space) should be allocated and designed for use of disabled users. For all development, the focus should be put on ensuring that the space available to park cycles is accessible from the highway without the need to carry the cycle through the inside of the property or up/down steps.

Adaptive/Other Cycle Parking

Storage for adaptive cycles and/or larger cycles such as trailer bikes, cargo bikes, tricycles and tandem bikes etc should be sufficiently large enough for parking and manoeuvring. The cycle spaces should be designed and allocated with appropriate signage/markings for their designated use.

A minor reduction in the number car parking spaces may be accepted in appropriate instances to accommodate the provision of high-quality accessible cycle parking.

Use Class	MINIMUM Standard
E Retail	
Food retail	1 space per 350m ² (out of centre) 1 space per 125m ² (town/local centre)
Non-food retail	1 space per 1500m ² (out of centre) with minimum 4 spaces 1 space per 300m ² (town/local centre)
Garden Centre (can also be classed under sui-generis)	1 space per 300m ² (min 2 spaces)
All other retail uses	Individual assessment
E Food and drink	
Restaurants, snack bars and cafés. For sale & consumption on the premises (if located beyond Town Centre locations).	1 space per 20 seats (min 2 spaces), town centre parking not necessarily required
Sui Generis Drinking establishments	
Public houses, wine bars or other drinking establishments but not nightclubs (if located beyond Town Centre locations).	1 space per 100m ² (min 2 spaces), town centre parking not necessarily required
Sui Generis Hot Food Takeaways	
For sale & consumption of hot food off the premises (if located beyond Town Centre locations).	1 space per 50 m ² (min 2 spaces), town centre parking not necessarily required
E(g) Business	
Offices Research & development / light industry	1 space per 125m ² (min 2 spaces) 1 space per 250m ² (min 2 spaces)
B2 General Industrial	
	1 space per 500m ² (min 2 spaces)
B8 Storage or distribution (inc. open air storage)	
	1 space per 500m ² (min 2 spaces)
C1 Hotels/Guest houses	
	Individual assessment

C2 Residential Institutions	
Care homes/Nursing homes	Individual assessment plus charging facilities for mobility scooters shall be provided
Hospitals	Individual assessment
Residential colleges	1 space per 2 students 1 space per 2 staff
Training centres	Individual assessment
C3 Dwelling houses (family houses, up to 6 residents living as a single household, including households where care is provided)	
Flats / houses 1- and 2-bedroom unit 3 or more-bedroom unit	1 space 2 or more spaces
E and F Non-residential institutions	
Day Nurseries/Crèche	1 space per 5 staff plus minimum 2 spaces
Doctor's practices	1 space per 2 consulting rooms minimum 2 spaces
Dentist's practices	1 space per 2 consulting rooms minimum 2 spaces
Veterinary practices	1 space per 2 consulting rooms minimum 2 spaces
Libraries, museums and art galleries	Individual assessment
Public halls licensed for entertainment, unlicensed youth and community centres and Scout huts etc	Individual assessment
Places of worship	Individual assessment
Schools/colleges	School Travel Plan required, to incorporate a site-specific cycle strategy (see notes on page 8)
E and F Assembly and leisure	
	Individual assessment
Sui Generis and all other uses not mentioned above	
	Individual assessment