



Wiltshire Local Cycling and Walking Infrastructure Plan (LCWIP)

Active travel parking standards
and design guide



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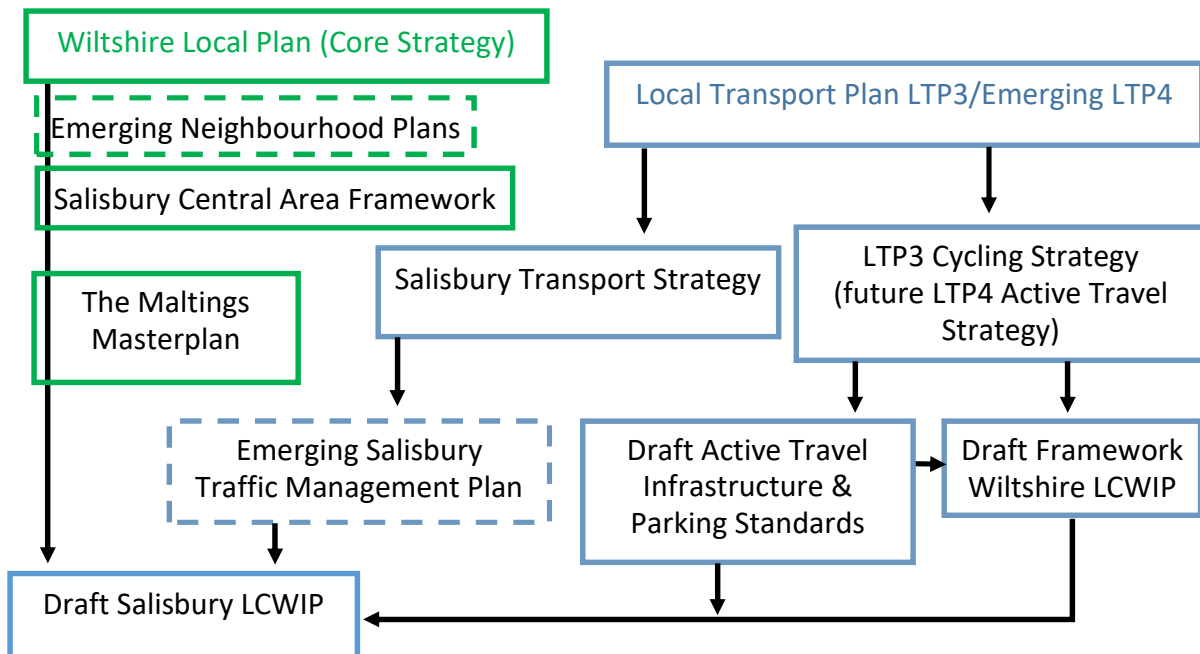
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1. Introduction

This document sets out the design standards for cycling and micromobility parking in Wiltshire.

Wiltshire Council will require applicants to adhere to these standards when submitting relevant planning applications. The council will also seek to adhere to these standards wherever possible when upgrading existing highway.

This guidance forms part of the Wiltshire Local Cycling and Walking Implementation Plan. The policy framework is shown below using Salisbury as an example:



2. Cycle parking design standards

Best practice for designing cycle parking is set out in DfT's '*Inclusive Mobility A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure*':

<https://www.gov.uk/government/publications/inclusive-mobility-making-transport-accessible-for-passengers-and-pedestrians>

Planning applications should also adhere to the Standards for Public Cycle Parking which can be found at <https://www.bicycleassociation.org.uk/parkingstandard/>, Local Transport Note 1/20¹, or any subsequent national guidance supported by DfT, unless more stringent standards are set out in this guidance or unless agreed otherwise with Wiltshire Council.

In accordance with this guidance, in larger installations or where there is likely to be a high proportion of non-standard cycle users, provision for non-standard cycles should be made including tricycles (which may be used by disabled people), cargo bikes and bikes with trailers. Such cycle parking must adhere to the design standards set out in Inclusive Mobility and Standards for Public Cycle Parking.



Falco on-street communal cycle hangar

¹ <https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120>

i. Residential cycle parking (long-stay)

Residential cycle parking must be protected from the weather in a lockable enclosure. This may be provided within a dwelling, a garage, a shed, a locker, a communal compound or an on-street cycle hangar.



Cyclehoop hangar

- a. The design chosen should allow multiple bicycles to be easily taken out (in any order): a locker with access from the side (rather than the front) is unlikely to provide easy access to more than one bike.
- b. There must be easy access to the highway. It is not acceptable for a bike to be carried from a shed through the house, or down a flight of stairs to reach the highway as this is not suitable for daily usage.
- c. It is recommended that if cycle lockers or a compound are used, that these are covered by natural surveillance or CCTV, but this may depend on how prone to vandalism the design is.
- d. Where cycle parking is provided in a garage, this is additional to space for car parking.
- e. For flats, parking may be provided in communal hallways, so long as it is in a lockable enclosure or the cycle frame may be locked to an immovable object, and there is suitable access to the highway.
- f. Cycle sheds/lockers in front gardens (with a maximum depth of 2m, width 1.65m and height 1.3m excluding any planting), are treated as permitted development when added to existing houses by individual householders and used solely for cycles or e-cycles, unless in a conservation area or where there is an impact on a listed building/monument. These structures should be an appropriate size and design and/or appropriately screened, so as not to create a visual intrusion, and must not obstruct light to any neighbouring property or obstruct visibility to any highway.
- g. Two-tier or vertical storage is unlikely to be appropriate at most sites in Wiltshire. Where it is included, some provision must be made for less mobile users.
- h. Adequate spacing for trailers, tricycles and cargo bikes must be provided in areas where there is likely to be significant demand.
- i. Where cycle parking cannot reasonably be provided within the red line of a development, a contribution to on-street residential cycle hangars will be required, if such a scheme is operational in the area, or likely to become operational by the time the development is occupied.



The Bike Shed Company: Bay Window Bike Store



Treesaurus track-mounted bike locker

For residential parking the exact space requirements will depend on the location and design selected. The absolute minimum space allocated should be:

- 2m x 0.75m x 1.3m (depth, width, height) for one bike
- 2m x 0.9m x 1.3m for two bikes
- 2m x 1.65m x 1.3m for three bikes
- 2m x 1.8m x 1.3m for four bikes, etc.

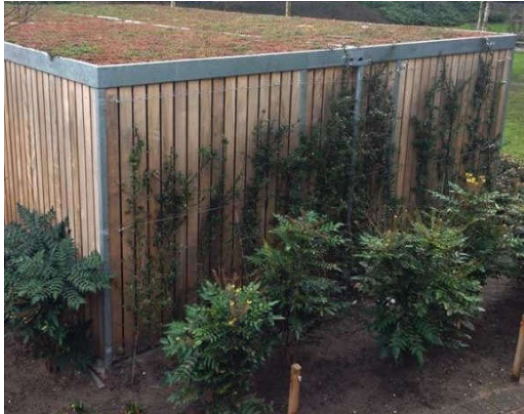
However, the dimensions set out in the Code for Sustainable Homes should be viewed as best practice and desirable minimum standards:

- 1 cycle: 2m long x 0.75m wide
- 2 cycles: 2m long x 1.5m wide
- 4 cycles: 2m long x 2.5m wide, etc.

The minimum space guidelines will only apply (rather than the Code for Sustainable Homes standards), if a design is chosen where the bikes can be easily removed in any order i.e. using individual lockers may require more space per bike than using Sheffield stands in a lockable enclosure.

Preferred long stay design options

Wood cladding and green roofs are preferred on larger compounds and in front gardens. It is preferable that the bikes should be locked to a secure stand within the compound e.g. a Sheffield stand. Some examples are shown below.



FalcoLok 500 compound



Broxap Kenilworth compound



Spokesafe lockers



Cyclepods double bike locker



Broxap Sheffield single locker

ii. Cycle parking at hotels and other C1 landuses (long-stay)

Cycle parking for guests at hotels should be to the same standards as 2.i. residential cycle parking i.e. in an internal area or within a covered, lockable enclosure such as a garage, shed or locker. Access to the highway must be convenient.

iii. Residential visitor cycle parking (short-stay)

Where visitor cycle parking for residential areas is not included as part of the secure, covered cycle parking available to residents, bicycles must be able to be secured by locking to the frame, not to the wheels. Design standards in 2.iv. should be the minimum provision if provision is not made to the standards in 2.i.

iv. Cycle parking at destinations (short-stay and long-stay)

At destinations such as workplaces, retail and leisure sites, it's important to consider both short stay users and long stay users (usually employees).

- a) All cycle parking should be convenient and easily accessible.
- b) Short-stay cycle parking (for visitors and shoppers) should be located as close to the building entrance as possible (preferably within 30m). It is desirable that short-stay cycle parking (shopping and visitor) should be covered, but this is not essential.
- c) Long-stay cycle parking should preferably be within 50m of the building entrance and at least as close as the nearest car parking area. Long stay cycle parking should be covered.
- d) Where cycle parking is not in a locked enclosure or within a building, it should be covered by natural surveillance or CCTV. It is recommended that if cycle lockers are used, that these are also covered by natural surveillance or CCTV, but this may depend on how prone to vandalism the lockers are.
- e) Cycle parking at transport interchanges (e.g. rail or bus stations) should minimise interchange times by being located close to ticket offices or platforms/bays.
- f) Where cycle parking is not in a locked enclosure, bicycles must be able to be secured by locking to the frame, not to the wheels. Sheffield stands are preferred.
- g) Two-tier or vertical storage is unlikely to be appropriate at most sites in Wiltshire. Where it is included (for example at rail stations), some provision must be made for less mobile users.
- h) Adequate spacing for trailers, tricycles, scooters and cargo bikes must be provided in areas where there is likely to be significant demand.

Preferred short stay design options

The preferred design for short stay cycle parking is a Sheffield stand. Acceptable variations include the CaMden/M stand, a Sheffield stand with a tapping bar or the Bracknall stand. These may be provided in 'rack formation' but spacing between each stand should be at least 1000mm.



Root Fixed Sheffield Stand (BikeDockSolutions)



Base Plate Sheffield Stand (BikeDockSolutions)

Narrow stands or novelty stands which do not support the frame of the bike are not acceptable. Cyclehoop stands do not support the frame of the bike, but may be acceptable where no other option is feasible. Alternate stands that support the frame of the bike such as the Planter Rack shown below may be acceptable if long-term maintenance is provided. Plantlock designs may be acceptable where cycle parking is infrequent and if plant maintenance can be ensured, but due to the low bar should only be included as part of a wider mix of cycle parking.

Butterfly (wheel-lock) stands where the frame of the bike cannot be locked to the stand are not acceptable.

A wall bar may be used where space is limited. These must be mounted at 600mm from the ground.



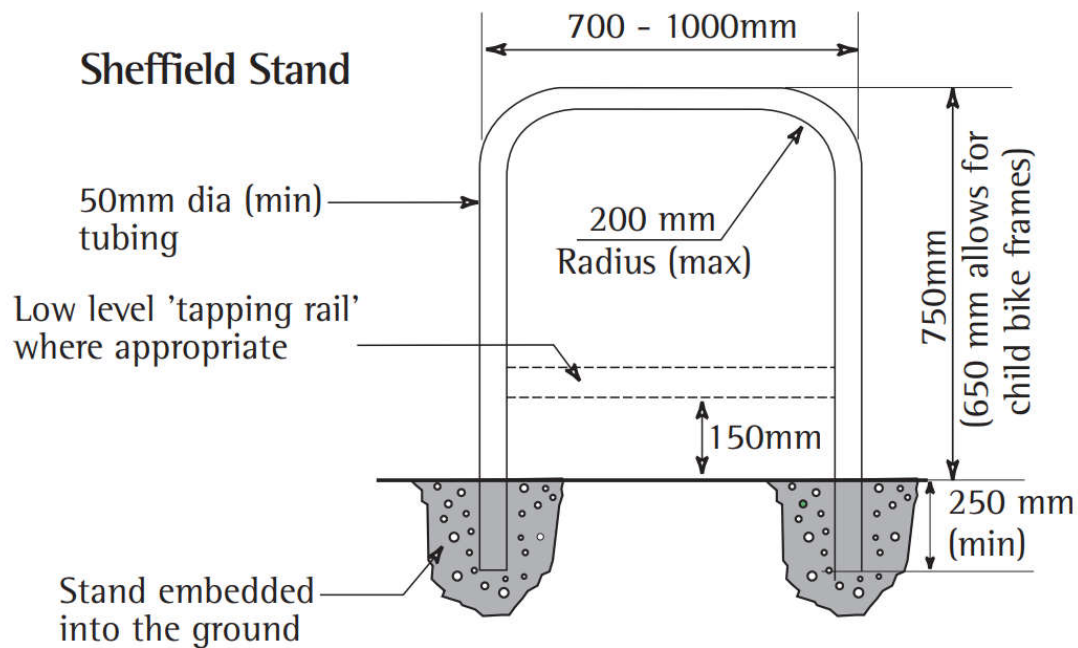
Cyclehoop Planter Rack



Plantlock

In Salisbury city centre parking stands should be black unless otherwise agreed with Wiltshire Council. Further street furniture design guidance will be published by the council.

A footprint area of at least 2 metres by 1.25 metre should be provided for each stand. On sloping ground (which should be avoided if possible), stands must be aligned across the slope, to stop bikes slipping down the hill.

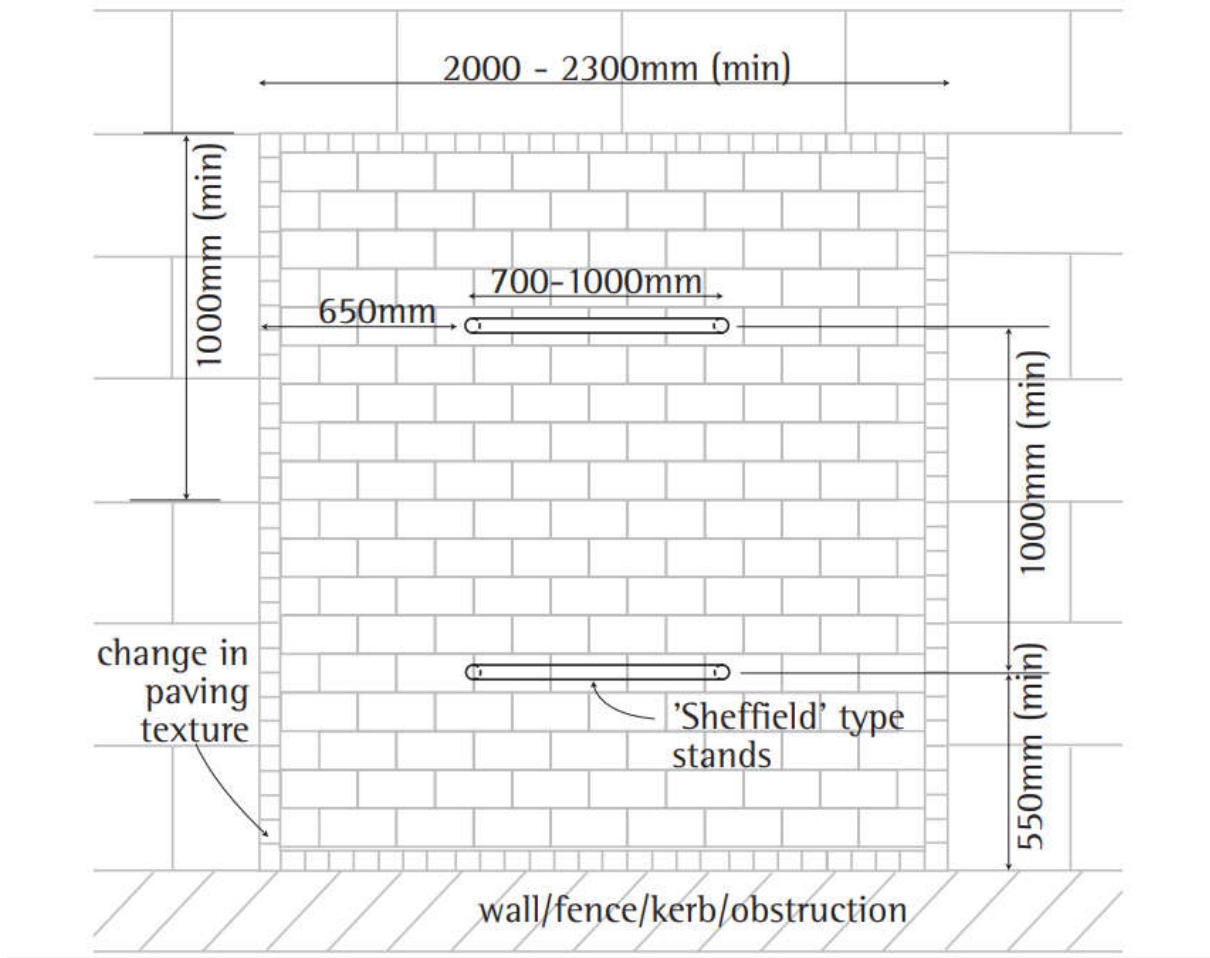


A tapping rail (or an equivalent low-level element on other stand designs) should be used at the end of a run of stands where the cycle parking is on or close to a walking route. This will enable blind and partially sighted people to detect the cycle parking and avoid walking into a stand.



Source: Bicycle Association, Standards for Public Cycle Parking

Cycle parking stand 'footprint' (plan view)



Preferred long stay design options

The preferred long stay design would be within a locked compound or Sheffield stands under cover. Whether the compound should be lockable will depend on the security of the area e.g. presence of CCTV, regular police presence, degree of natural surveillance, etc. Where there is a higher risk of theft or cycles are expected to be parked late in the evenings or overnight, cycle parking must be in a locked compound following the long-stay guidance set out in 2.i.

Where there is a low risk of theft, a shelter with Sheffield stands (or similar stands as set out in our short-stay design guidance above) should be provided. Some examples are set out below.



Cyclehoop wooden shelter



FalcoZan shelter



Lockable Wardale shelter (Broxap)



FalcoQuarter shelter

3. Cycle and micromobility quantitative parking standards

The cycle parking standards below apply to both new build and change of use. The tabulated minimum standard should be observed for the relevant use. It should also be noted that cycle parking is an optional element in the BREEAM standards, and that Wiltshire Council's Core Strategy requires developments to meet a certain level of these standards as specified in Core Policy 41. BREEAM also includes shower/changing facilities as an optional element and these may be required as part of a Travel Plan.

Where standards relate to staff numbers, this means the maximum number of staff that are expected to be on site at any time. Spaces for disabled employees or motorcycles will be additional to these requirements. Each Sheffield hoop provides 2 cycle spaces (unless it is positioned against a wall). Where spaces are provided as a ratio of car parking spaces, this includes off-site car parking provision.

Where significant usage by mobility scooters is likely, provision must be made either within an external parking area or within the building. The parking must be under cover and close to the building entrance. Spaces for powered-two wheelers or bicycles may also be used for mobility scooters if the design is adequate i.e. if there is adjacent access to a footway. This will only be acceptable where usage of motorcycles or cycles is likely to be fairly low.

Higher numbers than those set out below may be required if stipulated by a Transport Assessment or as part of a Travel Plan.

The minimum for all major non-residential developments is 4 covered cycle spaces. Where spaces are provided as a ratio of car parking spaces, this should be based on the calculated requirement before any discount is applied and should include parking provision that is provided external to the site i.e. it is a ratio based on expected trip numbers, not actual parking provision.

Land Use	Area	Minimum Cycle Parking Standards
A1 Retail (food and non-food)	Principal Settlements and Market Towns	1 covered cycle space per 10 employees. + 1 visitor space per 15 car parking spaces
A2 Financial and professional services		1 covered cycle space per 12 employees. + 1 visitor space per 20 car parking spaces
A3, A4, A5: Restaurants & cafes, pubs/bars & hot food takeaways	All other areas	1 covered cycle space per 12 employees. + 1 visitor space per 20 car parking spaces

Land Use	Area	Minimum Cycle Parking Standards
Sui Generis - motor vehicle sales, motor repair garages, petrol filling stations, laundrettes, night clubs. D2 Sports facilities	Principal Settlements and Market Towns	1 covered cycle space per 10 employees. + visitor spaces on merit.
	All other areas	1 covered cycle space per 12 employees. + visitor spaces on merit.
	Visitor spaces for sports centres should take into account whether events are likely to be held attracting spectators and whether the sports catered for require regular transport of equipment which could not be carried on a standard bicycle with panniers.	
B Business D1 Non-residential institutions (museums, libraries, galleries, exhibition halls, public halls and places of worship) D2: Assembly and Leisure (including cinemas, conference facilities, and leisure centres)	Principal Settlements and Market Towns	1 covered cycle space per 10 employees. + 1 cycle space per 10 visitor parking spaces. OR, where employee/visitor numbers cannot be estimated: 4 covered cycle spaces + 2 covered spaces for each 400m ² above 1000m ² gross floor area
	All other areas	1 covered cycle space per 12 employees. + 1 cycle space per 15 visitor parking spaces OR, where employee/visitor numbers cannot be estimated: 4 covered cycle spaces + 2 covered spaces for each 500m ² above 1000m ² gross floor area
C1 Hotels including hotels, boarding and guest houses.	Principal Settlements and Market Towns	1 covered cycle space per 10 employees. + 1 long stay cycle space per 20 bedrooms.
	All other areas	1 covered cycle space per 12 employees. + long stay customer spaces on merit.
	A higher number of visitor spaces is likely to be appropriate where the development is located within 1km of a rail station or the target market has a higher predisposition towards cycling (such as youth hostels), or in areas where there is a high level of cycle tourism.	

Land Use	Area	Minimum Cycle Parking Standards
		For long stay spaces, the residential design standards in 2.i. must be followed.
C2 Residential institutions including residential schools and colleges, hospitals and convalescent / nursing homes.	Principal Settlements and Market Towns	1 covered cycle space per 10 employees. + 1 visitor space per 15 beds. + mobility scooter spaces on merit.
	All other areas	1 covered cycle space per 12 employees. + 1 visitor space per 20 beds. + mobility scooter spaces on merit.
		Visitor spaces includes provision for residents and visitors. It may be long stay or short stay as appropriate, and should follow the relevant design standards. Reduced numbers may be appropriate where there is a high proportion of non-mobile residents (including prisons).
C3 Dwelling houses and flats	All areas	1 covered space per bedroom for up to 3 bedroom dwellings or Houses in Multiple Occupation (HMOs). 3 covered spaces per unit for 4 bedroom dwellings. 4 covered spaces per unit for 5 bedroom dwellings, (etc) + 1 visitor space per 20 bedrooms.
		Exceptions may be made for certain types of special needs housing. In these cases, the number of visitor spaces will still apply, but the cycle spaces for residents may be replaced by mobility scooter or adapted cycle spaces. Housing for the active elderly should include cycle parking provision at the standards set out above. In some cases, where change of use is sought, the appropriate standards may be physically impossible. In these cases, on-street (secure, covered) provision should be provided i.e. in a residential hanger. If it is not possible to provide an on-street space then a contribution will be sought to provide a space in a hangar elsewhere i.e. to 'off-set' the cycle parking requirement. Design standards in 2.i. must be followed.
D1 Education establishments (Including primary, secondary and colleges of further education,	Principal Settlements and Market Towns	1 covered space per 10 staff. + 1 visitor space per 45 pupils. + 1 covered space for trailers, buggies, scooters or cycles per 10 nursery school children + 1 covered space per 5 pupils (Years R-6)

Land Use	Area	Minimum Cycle Parking Standards
crèches and nurseries)		+ 1 covered space per 3 pupils (Years 7+)
	All other areas	1 covered space per 12 staff. + 1 visitor space per 45 pupils. + 1 covered space per 10 pupils (Years 1-6)) + 1 covered space per 5 pupils (Years 7+)
	Spaces for primary and nursery age children may take into account smaller dimensions required for children's cycles and scooters.	
D1 Non-residential institutions (clinics, health centres, surgeries)	Principal Settlements and Market Towns	1 covered space per 10 staff. + 1 visitor space per 2 consulting rooms
	All other areas	1 covered space per 12 staff. + 1 visitor space per 3 consulting rooms
	Exceptions to the number of visitor spaces may be made for veterinary surgeries or institutions with a high proportion of non-mobile users.	

