

provided for use by people with physical disabilities. This standard may be waived in certain circumstances, for example, for firms employing less than 20 people. Parking bays for people with disabilities should be close to the main entrance door and be clearly marked. The parking bays should have a minimum width of 3200m.

- 6. 'Offices' is taken to include both B1 and A1 uses, 'Industry' is taken to include both B2 and B1 uses only when the development is clearly designed for industrial use (B2).
- 7. The Regents Canal forms the boundary of the Inner London Parking Area in Hackney.
- 8. Provision of Cycle parking at developments to be considered on an individual basis but regard will be had to the following guidelines which primarily relate to new development. They will also be applied in respect of existing development where this is appropriate and reasonable.

Type of development	Cycle Parking Provision 1 Sheffield stand plus 1 space per Y sq M gross floor area
	Y
Schools	
Primary	500
Secondary	300
University	200
Hospital	700
Retail	550
Housing (at ground floor level)	
Normal	150
Student	100
Sheltered	450
Health Centres	350
Offices	700
Hotels	
Pubs/Restaurants	140
Fast Food outlets	70
Cinemas/Theatres	450
Leisure Centres/Sports	300
Factories/Warehouses	850
Railway Stations	5 per train per hour (peak period)
Bus Stations	2 per hundred passengers (peak flow)

Cycling parking provision should normally take the form of Sheffield Stands, although wall-rings can be used; allocated lockers might be considered for staff at work places and for cycling parking in residential developments. Long stay cycle parking should be covered.

Parking Layout

Parking layout should take into account the following:

- (i) individual parking spaces shall have minimum dimension 4.8m x 2.4m for 90° parking (side by side) and 6.1m x 2.4m for 0° parking (nose to tail).
- (ii) distance between rows of parked vehicles are as follows:

Type	Distance
0°	3.0m
45°	3.6m
60°	4.2m
90°	6.0m

- (iii) car parks should not be ramped steeper than 1 in 10 (10%) and ramp width should be 2.5m for single lane and 4.8m for two lane traffic.
- (iv) the minimum headroom in decked car parks is 2.3m and open car parks can be protected for use by cars and light vans by a 2.3m metal height restriction barrier suitably signed.
- (v) Whenever possible off-street parking shall normally be provided to the rear of new residential developments in courts accessed by no more than two-footway crossings.
- (vi) The use of front gardens as parking areas in houses to be converted will not be acceptable because of its resulting detrimental impact on residential amenity and pedestrian and road safety.
- (vii) For industrial or warehouse developments sufficient space should also be allowed for the loading, unloading and parking of goods vehicles.
- (viii) Sewer connection with petrol interceptors will be required for car parks with 6 or more spaces.