

# CYCLE POLICY GUIDANCE NOTE

## INTRODUCTION

This document is to be used as a guide when considering planning applications. It was approved as corporate policy by the Planning and Development Strategic Policy Committee on 6 December 2004.

## CONTEXT

Planning policy for cycling is included in the *Cork City Development Plan 2004 (City Plan 2004)* in both:

- Chapter 4: Transportation - Cycling (Policy T5); and
- Chapter 11: Development Control – Cycle provision.

The *Cork Cycle Study* was adopted as the *Cork Cycle Strategy* by the City Council in July 2004. This includes provision for the development of a comprehensive cycle network infrastructure in the city, including radial, orbital and linking routes. This adopted Strategy must be taken into account as a material consideration in the planning process.

## CORK CYCLE STUDY: CYCLE POLICY

Section 8 (General Policy Recommendations) of the Cork Cycle Study was not adopted as part of the Cork Cycle Strategy. This guidance note summarises the planning principles from that section for use in the development control process (the section also has implications for wider corporate policy). It is intended that existing Development Control policy contained in paragraphs 11.101 and 11.102 of the *City Plan 2004* will be updated to incorporate this guidance. This guidance is an interim measure prior to the formal variation of the Plan.

To increase cycle usage in Cork will require an integrated approach between improving the cycling infrastructure and promoting its use. The provision of improved cycling infrastructure will go some way to increasing cycling use within Cork, however, additional policy measures and controls will be required to ensure cycling remains attractive, particularly with regard to parking control and new developments within Cork City. Development control decisions can play a central role in achieving this.

## DEVELOPMENT CONTROL CYCLE POLICY

While new developments within Cork City should be assessed with regard to their impact on vehicular movements, regard must also be had to cyclist/pedestrian movements. New development should promote cycling by:

- Providing high quality cycle parking bays;
- Providing cycle-lanes internal to major developments and/or restrictions to traffic speeds within such developments;
- Financial contributions to the continuing development of cycling infrastructure in Cork City;
- Linking to the Cork Cycle network, where possible.

Developments which are positively promoting cycling may be exempt from certain contributions.

## Cycle parking requirements

All new developments will be required to make provision for cycle parking according to the table outlined below. The cycle parking standards in this table reflect best practice in Ireland and abroad, and are appropriate to Cork. They are **minimum** requirements.

### CYCLE PARKING REQUIREMENTS

LAND USE	CYCLE PARKING REQUIREMENT
<b>Retail</b>	
<i>GFA = gross floor area</i>	
Convenience (food) store	1 per 100m <sup>2</sup> GFA
Shopping Centre	1 per 200m <sup>2</sup> GFA
Non Food Retail	1 per 250m <sup>2</sup> GFA
Retail Warehouses	1 per 250m <sup>2</sup> GFA
<b>Employment</b>	
Retail offices	1 per 250 m <sup>2</sup> GFA
General offices	1 per 150 m <sup>2</sup> GFA
Business and Technology	1 per 200 m <sup>2</sup> GFA
Light Industry (& related uses)	1 per 250 m <sup>2</sup> GFA
Warehousing and Distribution	1 per 500 m <sup>2</sup> GFA
<b>Residential</b>	
Standard Apartments	1 per unit in CC/IUA 0.50 per unit in suburbs
Student Accommodation	0.5 per bed-space
<b>Hotel/Restaurant/Public House</b>	
Hotels	1 per 10 bedrooms
Hostels	1 per 5 bedrooms
Public houses & hotel bars	1 per 200 m <sup>2</sup> GFA
Restaurants, cafes	1 per 200 m <sup>2</sup> GFA
<b>Leisure Development</b>	
Cinema/Theatre	1 per 30 seats
Fitness Centre/Sports Centre	1 per 150 m <sup>2</sup> GFA
<b>Non-Residential Institutions</b>	
Places of worship	1 per 50 seats
Primary school	0.1 per student
Post primary school	0.25 per student
Further and higher education	0.10 per staff 0.25 per student
Crèches	1 per 25 children
Clinics/Surgeries	0.5 spaces per room

**Cork City Council**

Planning and Development Department  
Planning Policy Section



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Cycle parking shall normally be provided within development sites. Only in exceptional circumstances will the City Council accept a financial contribution in-lieu of cycle parking. No payment in lieu of cycle parking can be accepted for residential cycle parking spaces. Exceptional circumstances may include, for example:

- Physically constrained sites where parking can be accommodated successfully in the public realm; or
- If the provision would have an adverse impact on the significance of a protected structure.

## Larger developments

Larger developments shall provide a broad range of facilities for cyclists to encourage increased cycle usage, including: cycle parking facilities, lockers, changing rooms and shower facilities.

## Other considerations

Cycle parking facilities should be:

- Sheltered (where possible); and
- Located close to main building entrances so that parking is both convenient and benefits from the direct surveillance of passers-by.

Bicycle stands should allow both the frame and wheels to be securely attached to a steel tube against which the frame of a bike can be leant and locked. These can either take the form of steelwork required for other reasons (e.g. tree guards or balustrade rails), or special stands. Stands should be similar to the "U" Sheffield type (see below). However, the City Council is prepared to consider innovative types which satisfy the above requirement.

## Special contributions

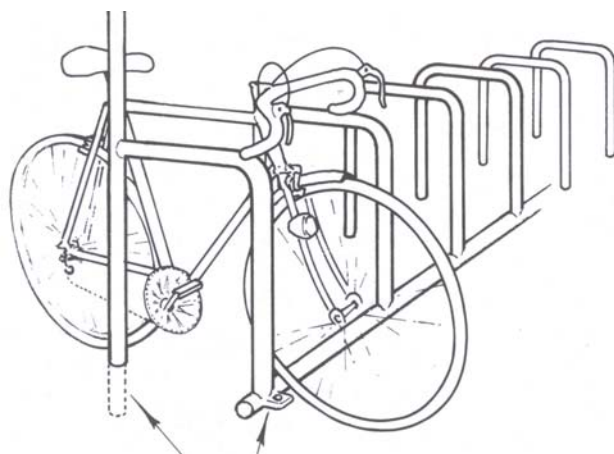
In exceptional circumstances payment in lieu of on-site cycle parking (of €1,000 per space, index-linked from July 2004) to assist the City Council in providing publicly available cycle parking spaces may be acceptable.

In the event that cycle parking facilities can not be provided on-site then planning permissions will seek special contributions (under section 48 of the Act), and impose planning conditions that specify:

- The location of the proposed off-site cycle stands;
- The exact cost of providing the facilities.

**It is intended to vary the *City Plan 2004* at a future date to formally incorporate:**

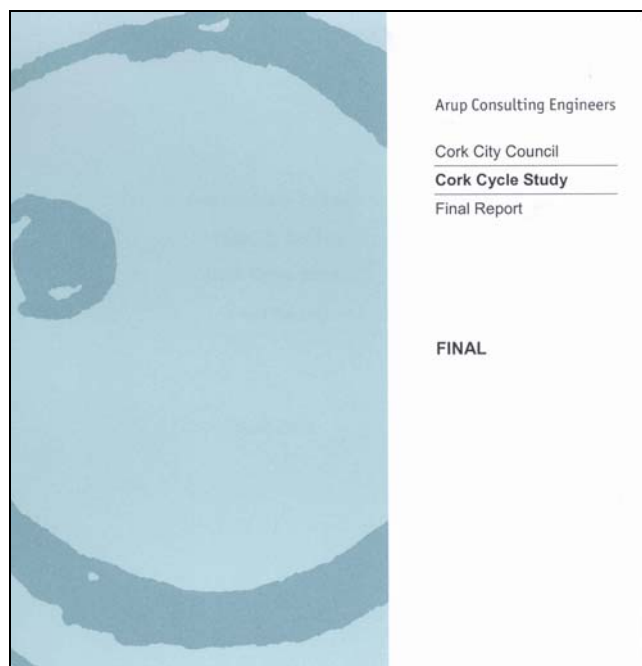
- **This guidance; and**
- **The cycle network adopted as part of the *Cork Cycle Strategy* (July 2004).**



*Sheffield ("U") rack*



*Stands on Saint Patrick Street*



*Cork Cycle Study*

