

**PROJECT**                      **UNITARY PLAN**  
**SUBJECT**                    **CYCLE PARKING**  
**TO**                              **KATHERINE DOROFAEFF**  
**FROM**                         **KARL HANCOCK**

**DATE**                         **7 AUGUST 2013**

## **1 CYCLE PARKING**

The following is in response to feedback received with respect to the cycle parking provisions recommended in the March 2013 draft Unitary Plan.

### **1.1 Schools**

#### **1.1.1 Draft Cycling Provision for Schools**

Table 1 below summarised the Draft Unitary Plan cycle parking provisions for schools.

**Table 1: Draft Unitary Plan Parking Requirements**

<b>Activity</b>	<b>Visitor (short-stay)</b>	<b>Secure (long-stay)</b>
Primary and Intermediate schools	1 plus 1 space per 400 students and staff at the school	1 per 15 employees and students
Secondary schools	1 plus 1 space per 400 students and staff at the school	1 per 10 equivalent full time staff and students
Tertiary education facilities	1 per 800 m2 GFA office, to be located outside the main entrance of each department	1 per 20 students and staff on site at the peak times Spaces should be distributed around the campus

#### **1.1.2 Feedback**

Feedback has been received from several schools including the Saint Kentigern Trust Board, The New Zealand Seventh Day Adventist Schools Association, and the Roman Catholic Bishop of Auckland – with the Bishop representing a number of catholic schools. The main comment received from this feedback is along the lines of either deleting the cycle requirements for schools or reducing the requirement to be more in line with a realistic demand.

#### **1.1.3 Our Comments**

Cycling is an interscholastic sport internationally and it is noted that some private schools in NZ, for example Auckland’s Diocesan School for Girls’, offer cycling as a sport. Cycle parking is not always required primarily in support of staff/student commuting, but to support health and physical well-

being and to encourage cycling for leisure, recreation and transport. Reducing cycle parking to meet the current demand does nothing to encourage cycling as an alternative travel mode. Nor does it help to support initiatives to encourage cycling that Auckland Council and Auckland Transport may be undertaking. We do however recognise that it is unlikely that younger school children will be able, or should be encouraged to cycle until they are of an age where they are able to safely ride to and from school.

Furthermore, whilst the feedback suggests that cycle parking should not be required until a cycle network is completed in Auckland, it should be noted that cycle parking and end of trip facilities are an integral part of any such network and should be implemented alongside the infrastructure component of the cycle network.

We also note that the requirement to provide cycle parking is not retrospective, and the need to provide cycle parking at a school only becomes necessary if the school is seeking resource consent or lodges a notice of requirement for a new development. In our experience with a number of new school-builds over the last 5 years, many of the schools are seeking a “green star” rating. One of the criteria where “points” can be earned is in relation to the provision of cycle parking at a school. This is a relatively easy way of achieving green star points towards the buildings accreditation.

#### 1.1.4 Green Star Requirements

The following summarises the Green Star requirements for cycle facilities at education facilities

**Table 2: Green Star Criteria**

One Point	Two Points
<b>Primary and Secondary</b>	
Students: one secure bicycle storage space per 20 students (over Year 4) is provided.	Students: two secure bicycle storage spaces per 20 students (over Year 4) are provided.
Staff: Secure bicycle storage spaces for 5% of building staff and convenient showers (one per 12 bicycle storage spaces provided or part thereof) and changing facilities adjacent to the showers, with one secure locker or equivalent for each bicycle storage space provided.	Staff: Secure bicycle storage spaces for 10% of building staff and convenient showers (one per 12 bicycle storage spaces provided or part thereof) and changing facilities adjacent to the showers, with one secure locker or equivalent for each bicycle space
<b>Tertiary</b>	
Convenient bicycle storage spaces associated with the building for at least 15% of the students and staff (combined) who are primarily associated with the building.	Convenient bicycle storage spaces associated with the building for at least 25% of the students and staff (combined) who are primarily associated with the building.

### 1.1.5 Recommendation for Unitary Plan

Required cycle parking rates at schools for Years 1-6 could be lower than for Years 7-8 given that the recommended age for students to cycle to school is 10 (NZ Police recommendation). Therefore, a small change to the parking rates for primary schools could be considered for Years 1-6 only.

A change to educational facility cycle parking rates for secondary schools and Years 7-8 is not recommended.

## 1.2 Industry

### Draft Cycling Provision for Industry

**Table 3: Draft Unitary Plan Parking Requirements**

Activity	Visitor (short-stay)	Secure (long-stay)
Industrial activities and storage and lockup facilities	1 plus 1 space per 800 m <sup>2</sup> GFA of associated office	1 per 20 employees

### Feedback

Feedback has been received from Stevenson Group Ltd, Grant Hewitson (BIDs), and the Property Council with regard to the parking requirement for industry. Comments received include:

- ◆ Consider whether parking rate for industrial activities should be changed to 1:1000 m<sup>2</sup> gross floor area (GFA)
- ◆ Cycle end of trip facilities are not appropriate in all circumstances and all locations
- ◆ Consider a new rate for warehousing.

### Our Comments

It should not be assumed that industry employees do not require cycle parking. Feedback notes that 'industrial activities are generally required to be remote from residential areas'. However, many industrially zoned areas are close to existing or proposed cycle routes. End of trip facilities also support employee health and physical well-being by providing for active commuting (walking, jogging, cycling) and activity during the day, eg exercise at lunchtime.

Auckland Transport's draft Code of Practice recommends one parking space, plus one space per 800 m<sup>2</sup> GFA of associated office space, plus one space per 20 employees.

### Recommendation for Unitary Plan

The Unitary Plan could provide, or offer, a GFA alternative alongside employee numbers and an application can then allow for the most appropriate provision. Visitor parking is less likely to be required at this type of facility and it is recommended that it not be required in the Unitary Plan.

## 1.3 Retirement Villages

### Draft Cycling Provision for Retirement Villages

There is no requirement for cycle parking provision within retirement villages.

#### Feedback

Selwyn Foundation and Metlifecare and other retirement villages have lodged feedback with respect to the parking provision for retirement villages. Specifically they have noted the need to consider the specific parking requirements proposed for retirement villages and whether these rates are reasonable.

#### Our Comments

Internationally, older people still cycle. In Auckland, the Manukau City Veterans Cycle Club has over 300 members. With the improvements to electric bikes, older residents will have increased options to cycle. Active retirement villages are promoted equally alongside aged care facilities, promoting their sporting and leisure activities.

There are a number of different options in terms of how cycle parking is provided within a site. It can be achieved by simply installing hooks into a basement parking area where bicycles could be hung. There may also be the option of storing a bicycle within a unit.

#### Recommendation for Unitary Plan

Currently there is no requirement for cycle parking within retirement villages. Therefore no change is required to address the concerns raised by this feedback.

## 1.4 Retail

### Draft Cycling Provision for Retail

The Unitary Plan currently has no cycle parking provision included for retail activities.

#### Feedback

In terms of feedback received with regard to retail cycle parking requirements:

- ◆ Westfield supports the draft Unitary Plan's exemption of no cycle rates for retail and also considers that rates should be excluded for entertainment and community facilities within shopping malls
- ◆ Auckland Transport suggests an appropriate cycle parking rate should be specified for larger retail developments
- ◆ IPENZ has also requested the inclusion of cycle parking ratios for retail to ensure cycle parking is provided.

## Our comments

We note that our original recommendations to Auckland Council on this matter did include retail cycle parking requirements.

Auckland Transport's draft Code of Practice recommends 1 visitor space for every 200 m<sup>2</sup> GFA of non-food retail space plus one secure / long stay space per 15 employees.

## Recommendation for Unitary Plan

Recommend appropriate cycle parking rates are provided in Unitary Plan for larger retail developments. It is noted that for some types of retail development, such as more traditional 'main street' strip development, some cycle parking is likely to be available in the public realm.

## 1.5 Entertainment and Community Facilities

### Draft Cycling Provision for Entertainment and Community Facilities

Table 4: Draft Unitary Plan Parking Requirements

Activity	Visitor (short-stay)	Secure (long-stay)
Entertainment and community facilities	1 per 25 visitors, up to a maximum of 200 spaces	1 per 15 employees

## Submissions

Feedback received from MOTAT and the Church of Latter Day Saints suggest that the current cycle parking requirement would result in the need of a disproportionate amount of cycle parking. We understand that other Regional Facilities (Art Gallery, Zoo, Mt Smart, Western Springs Stadium, Centre for Performing Arts) raised similar concerns.

## Our comments

Under the proposed cycle parking requirements, a facility catering for 1,000 people would need to provide space for 40 bicycles. This, in our opinion, does not seem overly onerous given the amount of car parking that would be provided.

Auckland Transport's draft Code of Practice suggests 1 cycle parking space per 50 – 200 people for public gatherings, which is less onerous than the current recommendation. The Auckland Transport draft Code of Practice also has a cycle parking rate for places of assembly, which a church would be categorised as.

## Recommendation for Unitary Plan

Review the requirements for entertainment and recreation facilities.

## 1.6 Use of GFA v Employee Rates

Some feedback has also requested that consideration be given to a parking rate for cycling based on GFA (so that it can be applied at building permit stage) rather than employee numbers. We understand this issue has also been raised by council consents staff.

### Our Comments

Under the current recommendations GFA triggers are applicable to tertiary, offices and industrial activities for short term/visitor cycle parking. We consider that there is merit in reconsidering the use GFA triggers where possible to assist the Council consents staff.

### Recommendation for Unitary Plan

The Unitary Plan could provide or offer a GFA alternative alongside employee numbers and application could allow most appropriate use. To provide further consideration of the cycle parking requirements when using a GFA approach we have referenced Clause 52.34 of Victoria's Planning Scheme prepared by the Department of Planning and Community Development for the state of Victoria, Australia.

## 2 RECOMMENDED CYCLE PARKING RATES

The following is the updated recommendations for the cycle parking rates for the Unitary Plan.

Land use		Visitor (short-stay)	Secure (long-stay)
Residential	Developments of 20 or more dwellings	1 per 20 dwellings within a single building	1 per dwelling without a dedicated garage
	Visitor accommodation	1 per 20 rooms/beds	1 per 10 rooms/beds
Offices		1 per 1000 m <sup>2</sup> GFA of office	1 per 300 m <sup>2</sup> GFA of office
Retail	Food and beverage	<350m <sup>2</sup> GFA	Nil required
		≥350m <sup>2</sup> GFA	1 per 350m <sup>2</sup> GFA
	All other retail	<500m <sup>2</sup> GFA	Nil required
		≥500m <sup>2</sup> GFA	1 per 500m <sup>2</sup> GFA
Industrial activities and storage and lockup facilities			1 per 1000 m <sup>2</sup>
Education facilities	Primary and Intermediate schools	1 plus 1 space per 400 students and staff at the school	1 per 30 students Year 1 to Year 5 plus 1 per 15 students Year 6 to Year 8 plus 1 per 20 employees
	Secondary schools	1 plus 1 space per 400 students and staff at the school	1 per 15 students Year 9 to Year 13 plus 1 per 20 employees
	Tertiary education	1 per 800 m <sup>2</sup> GFA office, to be	1 per 20 students and staff

Land use		Visitor (short-stay)	Secure (long-stay)
	facilities	located outside the main entrance of each department	on site at the peak times Spaces should be distributed around the campus
Medical facilities	Hospitals	1 per 30 beds	1 per 15 beds
	Healthcare facilities	1 per 4 practitioners	1 per 8 practitioners
	Veterinary clinics	-	1 per 15 employees
Entertainment and community facilities	Entertainment facilities	1 per 50 seats, or 2 plus 1 per 1500 m <sup>2</sup>	1 per 15 employees or 1 per 1500 m <sup>2</sup>
	Major Recreation facility	1 per 150 people (other than employees) at the facility at any one time, up to a maximum of 200 spaces	1 per 10 employees
	Community Facilities	1 per 200 m <sup>2</sup> GFA	1 per 500 m <sup>2</sup> GFA

Reference: S:\ACUP\008 Unitray Plan Ongoing Tasks\Cycle and Parking\TN1B130715 Cycle rates.docx - Karl Hancock