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HIGHWAYS TECHNICAL NOTE

Author:	Paul Mew Associates
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Project:	2 to 240 Block Tiverton Road, Tottenham, London, N15
Subject:	Response to Haringey Council Transport Queries
Planning Ref:	HGY/2025/3156

1.0 INTRODUCTION

1.1 Paul Mew Associates (PMA) is instructed by the London Borough of Haringey in relation to the proposed development on open space to the front of 24-96 Tiverton Road, London, N15. The local planning and highway authority is the London Borough of Haringey (LBH).

1.2 In November 2025 an application for full planning permission was submitted to LBH for the development of the site to provide 17 new residential Council homes across two four-storey blocks and associated landscaping and amenities etc under planning application reference HGY/2025/3156. A description of the proposal is as follows:

> *"Development of the site to provide 17 new residential council homes arranged across two 4-storey blocks; together with associated communal amenity space, private outdoor space, landscaping, cycle parking, and refuse storage."*

1.3 PMA prepared a Transport Assessment (TA) inclusive of a Travel Plan Statement (TPS) and an Operational Waste Management Plan (OWMP) in support of the planning application. The documents are dated October 2025.

1.4 LBHs Highways Officer has provided a statutory consultee response to the planning application. The purpose of this Highways Technical Note (HTN) is to respond to the key items raised by LBH Highways.

1.5 Each key item raised is extracted in the following chapter with PMAs responses on behalf of the applicant following each item.

1.6 It is however noted that there are no substantive transport objections to the proposal, subject to conditions as well as S106 and S278 obligations being agreed relating to: Servicing and Delivery Management, Cycle Parking (Long and Short-Stay Residential), Disabled/Accessible Parking Bays, Car-Free Development, Car Parking Management and Enforcement Plan, Construction Management Plan, Residential Travel Plan, Pedestrian Wayfinding to/from the Site, and necessary highways works.

2.0 LBH TRANPORT COMMENTS & PMA RESPONSES

"The applicant is proposing (according to the Transport Assessment) 33 long-stay and 2 short-stay cycle parking spaces across Blocks A and B which is policy compliant (from a quantum perspective) with 2021 London Plan cycle parking standards, as per Policy T5 Cycling for this type of development which consists of:
Block A: 3x1 bedroom/two-person flats. 5x2 bedroom flats. 1x3 bedroom flat. 1x4bedroom flat.
Block B: 3x2 bedroom flats. 3x3 bedroom flats. 1x4 bedroom flat.

Block A will be provided with 19 long-stay spaces consisting of 9 two-tier spaces over nine Sheffield stand spaces and one enlarged accessibility cycle parking space. Block B will be equipped with seven two-tier spaces over seven Sheffield stand spaces. A single Sheffield stand suitable for two bicycles will be provided for short-stay visitors to the dwellings.

However, closer examination of the proposed ground floor plan submitted (drawing no. P-00-D-003 – Rev S shows Block A being equipped with 20 BDS Value two-tier racks and 1 accessible/disabled cycle parking space giving a total of 21 long-stay cycle parking spaces. Block B is equipped with 14 BDS Value two-tier racks. According to this plan, 35 long-stay cycle parking spaces are to be provided. This is inconsistent with the Transport Assessment which states a provision of 33 long-stay cycle parking spaces.

The use of two-tiered cycle parking is unsuitable for all users, in that it does not promote ease of access. It also fails to comply with London Cycle Design Standards minimum aisle width requirement of 2.5m beyond the lowered-upper stand. The applicant is required to submit revised long-stay cycle parking provision proposals which afford ease of access and are LCDS and London Plan compliant. On the proposed site plan, Block B cycle store, has an area dedicated to prams. Some indication should be given as to the capacity of this facility and the availability of this to residents in Block A.

2.1 The Highways Officer is correct that there should be 19 long-stay cycle parking spaces within the integrated cycle store to Block A as required under the minimum standards prescribed by policy, not 21 as annotated on the submitted ground floor plan. There are planned to be 14 long-stay cycle parking spaces within the integrated cycle store to Block B, which is required under the minimum standards prescribed by policy.

2.2 To provide an appropriate balance of cycle parking stand type whilst making the most efficient use of the available space within the ground floor of the residential blocks, it is proposed to provide cycle parking using the Value Two-Tier Bike Rack system produced by Bike Dock Solutions (BDS). The Value Two-Tier Bike Rack system provides top-tier racks over Sheffield stand 'toaster' style stands which enables a space-saving layout to be

achieved whist ensuring that a high proportion of easy-to-use Sheffield stands are accommodated for inclusive and accessible cycle stores.

2.3 An image of the Value Two-Tier Bike Rack system is presented below for clarity, and further technical specification and information is presented at Appendix A of this report:

Source: Bike Dock Solutions website (February 2026)

2.4 A revised ground floor plan illustrating the amended cycle store layout for Block A and Block B is presented at Appendix B of this report. As is shown, the following cycle parking provision would be delivered within each store:

Block A

- Top-tier racks – 9 spaces (47%);
- Sheffield stand – 9 spaces (47%); and
- Accessible bike – 1 space (6%).

Block B

- Top-tier racks – 7 spaces (50%); and
- Sheffield stand – 7 spaces (50%).

2.5 BDS provides technical specification and information for the Value Two-Tier Bike Rack system. In terms of appropriate recommended minimum access (aisle) space between or behind the racks, 1,500mm-2,000mm is the generally recommended access space for facing racks which is the planned layout in Block A, and 1,500mm is the recommended access space for one row of racks which is the planned layout in Block B.

2.6 As illustrated on the revised ground floor plan cycle store layout for Block A and Block B at Appendix B, the recommended minimum access space is exceeded in each store. The space between the facing racks in Block A is 2,135mm and the space behind the row of racks in Block B is 1,841mm.

2.7 It is noted the manufacturers' recommended minimum access space between or behind racks is less than the guidance set out in the London Cycling Design Standards (LCDS) Chapter 8, however the planned access space in each cycle store is adequate based on the manufacturers' specifications and allows for safe loading/unloading of bikes.

2.8 It must also be borne in mind that over 50% of the cycle parking stands are provided in Sheffield stand format whereby loading/unloading bikes to an upper tier rack is not required. The top-tier racks are equipped with gas-assist lifting (like those used on a car boot), which counteracts the weight of the bicycle. This makes lifting the bike into the upper stored position comfortable requiring minimal force from the user. In addition, the upper tier uses stainless steel bearings to ensure the sliding mechanism remains smooth and easy to move with minimal maintenance required.

2.9 In terms of the 'prams' area within the cycle store to Block B, the space allows for two to three prams to be kept by the occupiers of the dwellings in Block B. For security, the store would not be accessible for occupiers of the dwellings in Block A.

"The servicing and delivery vehicles are proposed to be accommodated using existing internal roads that service existing residential blocks. However, the vehicular swept paths indicate that two-way traffic flows may be obstructed/constrained.

To promote ease of access for all vehicles navigating the internal access road serving the pre-existing site, re-arranged car park and waste collection point, a one-way system is required whereby vehicles and servicing and delivery vehicles enter from Tiverton Road by Block B and exit via Block A. This is to ensure that conflict between vehicles is mitigated. Appropriate signage and a 5mph speed limit should be provided. This helps to promote TfL Healthy Streets and Vision Zero concepts."

2.10 The existing internal roads are not subject to a formal one-way traffic management system. At present the northern and southern sections of the internal roads are sufficiently wide for two-way traffic at ~6.0-metres and ~5.5-metres carriageway width respectively, and the eastern section of the internal road is currently sufficient for a one-way give-way traffic operation at ~3.1-metres carriageway width.

2.11 Since the internal roads are lightly trafficked and provide access to 32 parking spaces plus pre-existing delivery and servicing vehicles the existing informal traffic system is suitable. There is currently adequate space and forward visibility for vehicles to give-way at each end of the existing eastern section of the internal roads which is wide enough for a one-way give-way vehicle traffic operation.

2.12 The proposed internal roads are not currently planned to comprise of a one-way traffic management system. The northern and southern sections of the internal roads are planned to be maintained at ~6.0-metres and ~5.5-metres carriageway width respectively, sufficiently wide for two-way traffic, and the eastern section of the internal road is planned to be ~4.8-metres carriageway width which will also allow for a two-way traffic operation which is an improvement over-existing.

2.13 It should be remembered that the internal roads on the northern part of the estate will continue to be lightly trafficked, and the proposals are likely to reduce vehicle traffic on the northern part of the estate since the number of parking spaces in this area is planned to reduce from 32 parking spaces to 23 parking spaces. The nine spaces removed from the northern part of the estate will be re-provided in the southern part of the estate as set out in detail in the TA.

2.14 Pre-existing delivery and servicing vehicles will continue in the existing informal traffic system under the proposals. It should again be highlighted that whilst the 17 new dwellings will generate additional demand for deliveries, it will not be an absolute increase over-existing since there are already other residential properties on the Tiverton Estate generating delivery trips and large providers of online goods consolidate their freight services.

2.15 Therefore, whilst the Highways Officer is correct that the vehicular swept paths of servicing and emergency service vehicles in the TA submitted with the planning application

indicates that two-way traffic flows are constrained at certain points, such as the turns into/out of the internal estate roads off Tiverton Road as well as the turns to/from the eastern section of the internal estate road, this in itself was not considered to be a reason to propose a one-way system on the internal estate roads as part of the current submission for the reasons detailed above.

2.16 Notwithstanding, the Highways Officer has expressed a clear preference for a one-way system to be implemented on the internal estate roads as part of the proposed development, and in our professional view a one-way system could be adequately implemented.

2.17 However, the Highways Officer states that a one-way system is required whereby vehicles enter from Tiverton Road by Block B and exit via Block A.

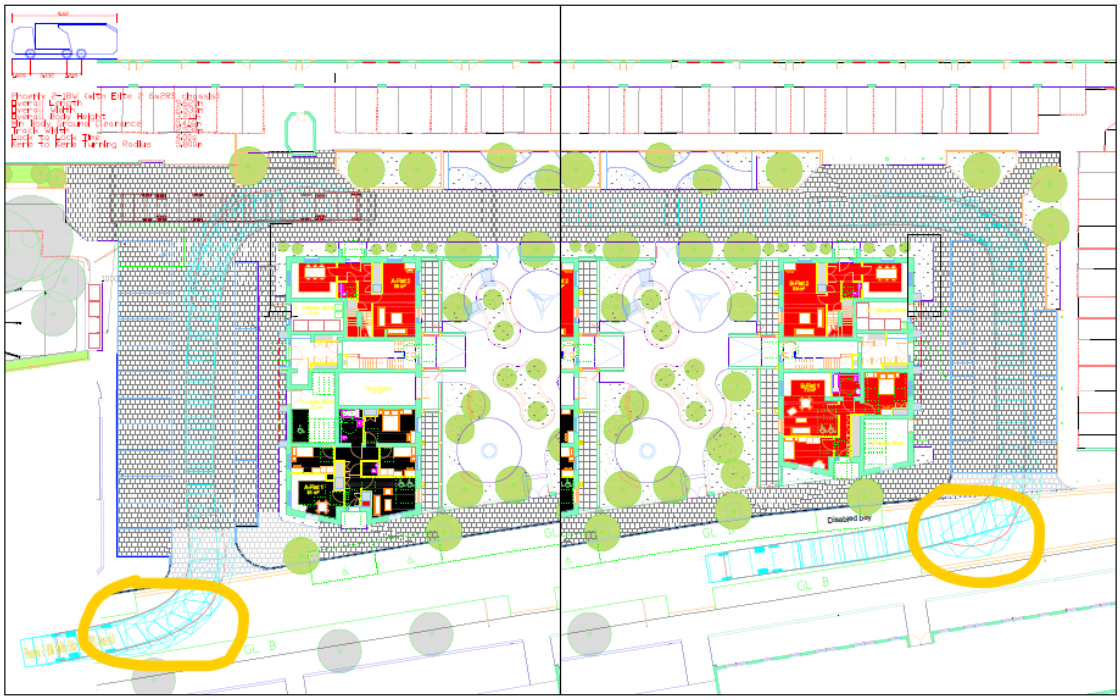
2.18 The requested one-way system would operate better and with less intervention both to the proposed internal layout as well as on the adjoining highway if vehicles enter from Tiverton Road by Block A and exit via Block B. This clockwise circulation is consistent with the vehicular swept path diagrams submitted with the planning application.

2.19 The reasons for this are two-fold:

1. The internal arrangement of parking bays, carriageway edging, and landscaping has been designed to reflect the vehicular swept paths of delivery, servicing, and emergency service vehicles submitted with the application, which follows a clockwise direction entering the internal estate road by Block A, circulating, and exiting by Block B back onto Tiverton Road;

2. The existing arrangement of CPZ parking bays on Tiverton Road allows for larger vehicles such as delivery, servicing, and emergency service vehicles to enter the internal estate roads from the northern access point (i.e. by proposed Block A) and exit via the southern access point (i.e. by proposed Block B). This is because double yellow lines are currently provided on the opposite side of Tiverton Road adjacent to the southern access point which provides sufficient space for larger vehicles to swing out and exit onto Tiverton Road to head northbound. Vehicles cannot exit onto Tiverton Road and head southbound because of the existing

'Emergency Access Only' gate on Tiverton Road. At the northern access point there are CPZ bays on both sides of the Tiverton Road which provides insufficient space for larger vehicles to swing out and exit onto Tiverton Road to head northbound, as highlighted on the image below.



Date: 24-October-2025 Scale: 1:250@A3 Source: BA/PMA/ATR Drawing No: P2572/TA/08		P2572: TIVERTON ROAD, LONDON, N15 6RS Figure 8. Swept Path Analysis; LB Haringey RCV Enter Site off Tiverton Road (L), Traverse Estate Road and Exit (R)

2.20 It is suggested that the following wording for an appropriate condition is secured by the Council in relation to a one-way system:

> *"No building or use hereby permitted shall be occupied or use commenced until details for the management and implementation of a one-way system on the estate whereby all vehicles access the re-arranged car park and refuse collection point from the vehicular access point adjacent to Block A and exit to Tiverton Road adjacent to Block B. Appropriate signage and speed limit signs will need to be provided.*
>
> *Reason: To conform to London Plan Policy T2 Healthy Streets and London Plan Policy T7 Deliveries, servicing and construction. To ensure that the development does not prejudice the free flow of traffic or public safety along the adjoining highway and impact the local community."*

2.21 An illustrative diagram showing a Traffic Signs, Regulations and General Directions (TSRGD) compliant one-way signage scheme at the internal estate road junctions with Tiverton Road is provided at Appendix C of this report for clarity at this stage. The one-

way signage scheme results in no change to the current proposed design of the internal arrangement of parking bays, carriageway edging, and landscaping.

"The submitted assessment of trip generation together with travel to work mode shares is not considered robust for the following reasons:

1. *The PM Peak is cited as 15:00-16:00, this should be 17:00-18:00.*
2. *Table 5: TRICS Residential Trip Generation Projections by Mode, excludes the car mode share. This has been overlooked inappropriately on the basis of the proposal being a 'car free' development. There are likely to be some residential car trips associated with the site, e.g. people being picked up/dropped off. Since the site is not in a PTAL 4 and above London Plan policy dictates that a site can't be enforced as car-free. Similarly Policy DM32 does not support car-free at this location.*
3. *The selected TRICS data sites are not comparable in terms of size of development to Tiverton Road.*
4. *The selected TRICS data sites are not comparable in terms of Public Transport Accessibility Levels (PTAL). The site is a PTAL 2 and the TRICS sites are 3 to 5.*
5. *The selected TRICS data sites offer no details concerning parking provision on-site or parking controls on adjacent highways or whether these sites are designated 'car-free'.*

For the proposed residential use of the site (17 units), the majority of peak hour trips are forecast to be by public transport (10/15) – AM peak and PM Peak (8/10). Cycling and walking make up a large proportion of the remainder of modal share. The daily total for the site forecasts 129 trips (07:00-21:00) with the largest mode shares being 39 trips by underground, 32 by bus, 24 by cycle, 16 on foot and 12 by train. This mode share trip generation is somewhat flawed in that it fails to recognise that the nearest underground station is Manor House (Picadilly Line) is 1.2km from the site, compared to nearby bus stops and Overground stations at Stamford Hill and Harringay Green Lanes. The mode share for underground trips needs to be re-apportioned to reflect the low PTAL (2) and closer proximity of the site to bus stops and London Overground stations."

2.22 As set out in the TA (October 2025) submitted with the planning application, a trip generation assessment has been undertaken by interrogating the national and industry recognised TRICS trip rate database. For the C3 'Dwelling houses' land use, multi-modal surveys within the 03-Residential, D – Affordable/Local Authority Flats TRICS dataset have been examined. The trip generation results are based on trip rates from four sites within the database which are comparable to the proposed development.

2.23 The TRICS output files and accompanying trip generation assessment tables are set out in Appendix G of the TA. The combined grand total car and people trip rates from the

TRICS selections and therefore the applied trip generation for the 17 proposed new dwellings illustrates that the morning peak period is 08:00-09:00 and the afternoon peak period is 15:00-16:00, this is set out below for ease of reference:

Grand Total Car & People Trips

Time Period	Car & People Trip Rate Per Dwelling			Proposed 17 Dwellings Trips		
	Arr	Dep	Tot	Arr	Dep	Tot
07:00-08:00	0.07	0.25	0.32	1	4	5
08:00-09:00	**0.16**	**0.68**	**0.84**	**3**	**12**	**14**
09:00-10:00	0.19	0.29	0.48	3	5	8
10:00-11:00	0.14	0.19	0.33	2	3	6
11:00-12:00	0.16	0.25	0.41	3	4	7
12:00-13:00	0.25	0.27	0.52	4	5	9
13:00-14:00	0.18	0.17	0.35	3	3	6
14:00-15:00	0.20	0.24	0.45	3	4	8
15:00-16:00	**0.50**	**0.32**	**0.82**	**8**	**5**	**14**
16:00-17:00	0.50	0.24	0.74	9	4	13
17:00-18:00	0.40	0.26	0.65	7	4	11
18:00-19:00	0.35	0.21	0.56	6	4	10
19:00-20:00	0.44	0.32	0.76	7	5	13
20:00-21:00	0.25	0.11	0.36	4	2	6
Total	3.79	3.81	7.60	64	65	129

Source: TRICS

Note: minor arithmetic errors are due to roundings.

2.24 It should however be noted that there is very little difference between the hourly trip generation projections for the proposal, particularly between 15:00-20:00. Therefore, the PM peak hour for the development has been correctly cited based on the assessment output, however the difference between the predicted trips from 15:00-16:00 as opposed to the more generally accepted PM peak hour of 17:00-18:00 is negligible.

2.25 In terms of the car mode share, it has been established that a car-free scheme as-proposed can be enforced via S106 Agreement and planning condition and is also generally compliant with policy requirements.

2.26 Car driver trips have not been excluded from the assessment. Rather, the combined total people and total vehicle trips forecasted from the TRICS assessment have been distributed by mode based on the 2021 travel to work census data. Car driver trips have been included for the two dwellings with access to a disabled parking space. Taxi and

motorcycle trips as well as servicing vehicle trips have also been included in the assessment for the full development of 17 new dwellings.

2.27 It is accepted that there might be a small number of additional ad-hoc vehicle trips generated by the development associated with pick-ups and drop-offs, however to a degree this is already accounted for in the submitted assessment.

2.28 As a potential worst-case sensitivity test, we have applied the TRICS car driver trip rate per dwelling to the total development of 17 dwellings. The data is presented in the following table and illustrates that up to 15 total two-way car driver trips could be generated by the development, and no more than two total vehicle trips (one arrival and one departure) in an hour.

Total Car Driver Trips

Time Period	Car Driver Trip Rate Per Dwelling			Proposed 17 Dwellings		
	Arr	Dep	Tot	Arr	Dep	Tot
07:00-08:00	0.02	0.03	0.05	0	0	1
08:00-09:00	0.03	0.08	0.11	0	1	2
09:00-10:00	0.02	0.03	0.05	0	0	1
10:00-11:00	0.01	0.02	0.03	0	0	1
11:00-12:00	0.02	0.03	0.04	0	0	1
12:00-13:00	0.03	0.04	0.06	0	1	1
13:00-14:00	0.02	0.02	0.03	0	0	1
14:00-15:00	0.02	0.02	0.04	0	0	1
15:00-16:00	0.04	0.04	0.07	1	1	1
16:00-17:00	0.05	0.03	0.08	1	1	1
17:00-18:00	0.04	0.03	0.07	1	1	1
18:00-19:00	0.04	0.03	0.07	1	1	1
19:00-20:00	0.07	0.05	0.12	1	1	2
20:00-21:00	0.04	0.02	0.06	1	0	1
Total	0.44	0.45	0.89	7	8	15

Source: TRICS

Note: minor arithmetic errors are due to roundings.

2.29 Of these car driver trips, two total trips are predicted to result from the two dwellings with access to the planned two disabled parking spaces delivered on Tiverton Road under the proposals. Since this is an enforceable car-free scheme most of the balance of these trips (13 total two-way car driver trips) will not be borne out. However, if a small number of additional ad-hoc vehicle trips are generated by the development there would be no adverse impact on the surrounding highway.

2.30 In terms of the Officer's comment that the TRICS data sites are not comparable in terms of size of development to Tiverton Road, this has been reviewed however it is still considered that the four sites selected from the C3 'Dwelling houses' land use, multi-modal surveys within the 03-Residential, D – Affordable/Local Authority Flats TRICS dataset are the most comparable from the current availability.

2.31 The size of a residential development does not skew data when applied on a 'trip rate per dwelling' basis as is the case with the assessment contained in the TA. The availability of sites in the TRICS database is not exhaustive and the filtering process needs to consider a wide range of parameters before defining a final set of comparable data. As noted in the TRICS Good Practice Guide, a decent survey sample is required whilst at the same time not diluting criteria too much.

2.32 If, for example, we had set a range of between 1-50 dwellings alongside other relevant parameters the search would have resulted in zero sites for selection, and only two sites if we had set a range of between 1-100 dwellings. The inclusion of four sites ranging from 88-250 dwellings is therefore considered to be robust and reasonable based on the above.

2.33 In terms of the Officer's comment that the TRICS data sites are not comparable in terms of Public Transport Accessibility Levels (PTAL) because the site is a PTAL 2 and the TRICS sites are 3 to 5, our response is like the above assessment of development size.

2.34 As set out in the submitted TA, a manual PTAL assessment including Stamford Hill station indicates that the PTAL rating of the site is in fact 3 (moderate). A total of six bus services are accessible from bus stops within the PTAL prescribed walk distance of 640-metres from the site and Stamford Hill station is within the PTAL prescribed walk distance of the site.

2.35 Additional rail services are available at slightly extended walk distances from the site including Manor House Underground Station (1.2-kilometres from the site) where Piccadilly line services can be accessed and Harringay Green Lanes (1.2-kilometres from the site) where London Overground (Suffragette Line) services are available. The application site is therefore in a highly sustainable location in transport terms.

2.36 Of the four TRICS sites selected for comparison in the trip generation assessment, one has a PTAL rating of 3, one is a PTAL 4, and two have PTAL ratings of 5. This is a reasonable range for site filtering purposes. Narrower filtering would result in fewer sites in the selection since only one site has a PTAL rating of 3. Including sites in a PTAL range of 3-5 is robust.

2.37 The selected TRICS data sites range from 0-1.25 on-site parking spaces per dwelling, some with and some without parking controls on adjacent highways. It is unknown whether any of the sites are designated 'car-free'.

2.38 It must also be remembered that the TRICS assessment has not been used in isolation to predict the trip generation of the development on specific modes of travel. As explained in the TA, the combined total people (i.e. all person trips by non-vehicular modes, regardless of method) and total vehicle trips from TRICS have been combined and the total trips have then been distributed by specific mode of travel based on 2021 travel to work population census data.

2.39 Assessing total development trips and disaggregating them by mode based on local method of travel characteristics for the area surrounding the application site provides a robust and site-specific analysis.

2.40 It is also noted that the Officer considers the submitted mode share trip generation as being somewhat flawed since the nearest underground station is Manor House (Picadilly Line) which is 1.2km from the site, a greater distance compared to nearby bus stops and Overground station at Stamford Hill.

2.41 The Officer notes that the mode share for underground trips needs to be re-apportioned to reflect the closer proximity of the site to bus stops and London Overground station.

2.42 Census data for main method for travel to work has been obtained for the Lower Layer Super Output Area (LSOA) of Haringey 032C, in which the site/estate is located. A plan of LSOA 032C is presented below outlined in black, the site location is shown in red and the location of Stamford Hill Overground Station and Manor House Underground Station in blue.

2.43 Based on the prevailing method of travel census data for the area immediately adjoining the application site, it does not appear unrealistic that future occupiers of the site will travel by underground.

2.44 Notwithstanding, to provide the stress-test requested by the Highways Officer we have re-apportioned the London Underground trips to reflect the closer proximity of the site to bus stops and London Overground station.

2.45 The original data from the TA (Table 4) and the resultant re-apportioned Underground data to train and bus services is presented in the following table:

RM075 - Method of Travel to Work	Resident Population - LSOA Haringey 032C		Re-apportioned Underground Trips to Train and Bus	
	Raw Data	Modal Split	Data	Modal Split
Underground	255	30%	-	-
Train	81	10%	154	18%
Bus	207	25%	389	46%
Taxi	7	1%	7	1%
M'cycle/moped	16	2%	16	2%
Bicycle	160	19%	160	19%
On foot	102	12%	102	12%

Other method	15	2%	15	2%
Total	843	100%	843	100%

Source: Office for National Statistics/PMA

2.46 The resultant re-apportioned trips based on Table 5 in the TA (October 2025) and the above table is presented as follows:

Mode of Travel	Adjusted census data	Adjusted census mode split	AM Peak 0800-0900		PM Peak 1500-1600		Daily 0700-2100	
			Arr	Dep	Arr	Dep	Arr	Dep
Underground	-	-	-	-	-	-	-	-
Train	154	18%	0	2	1	1	12	12
Bus	389	46%	1	5	3	3	30	30
Taxi	7	1%	0	0	0	0	1	1
M'cycle/moped	16	2%	0	0	0	0	1	1
Bicycle	160	19%	1	2	1	1	12	12
On foot	102	12%	0	1	1	1	8	8
Other method	15	2%	0	0	0	0	1	1
Total	843	100%	3	12	5	5	64	65

Source: Office for National Statistics/TRICS/PMA

Note: minor arithmetic errors are due to roundings.

2.47 In either scenario, the overarching conclusions set out in the TA remain in so far as the traffic impact of the development is expected to be adequately accommodated on the adjoining highway and within the extant available capacity on existing highway and public transport infrastructure adjoining the site.

2.48 This concludes our response to the Highways Officer.

APPENDIX A
Value Two-Tier Bike Rack (BDS): Technical Information

info@bikedocksolutions.com Call: 0800 612 6113

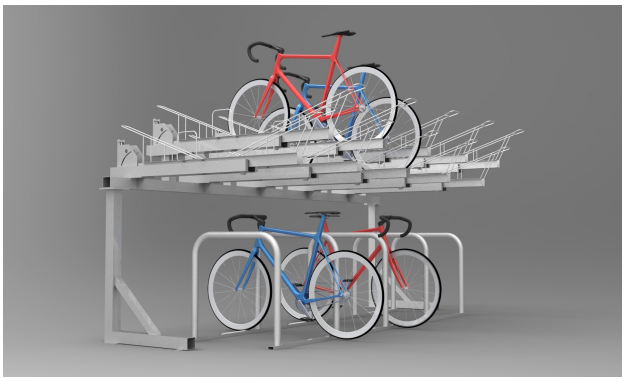
UK Aggregates Ltd, The Factory, 8 Portland Commercial Estate, Ripple Road, Barking, IG11 0TW

Value Two Tier Bike Rack (BDS)

Ex. VAT: £150.00 TOTAL Inc. VAT: £180.00

*Base price, not including any custom options.

Product Images



Description

The BDS Value Two Tier Bike Rack (with easy lift gas assist) is a new take on the original BDS Two Tier Bike Rack. This pioneering and user friendly cycle parking system has excellent space saving bike storage, superb usability and high value; allowing you to house twice as many bikes in the same area and space as any standard bike rack.

The unique aspect of the space efficient and cost effective "BDS Value Two Tier Bike Rack" makes it exclusive which has resulted in a growing requirement for it; especially in areas of high population densities such as stations, shopping centres, schools, car parks and offices.

For all types of bicycles

The BDS Value Two Tier Bike Rack can accommodate all types of bicycles, such as mountain bikes and road bikes, which can be chained or D-locked on to the Value Two Tier Bike Rack for added security. On the top level, the bicycle is well supported by wheel channels and the back wheel is stabilised by a gutter to lock the bicycle firmly into place. On the bottom level, the user will be using bike stands to rest their bike against and lock by the wheels and frame.

Simple and easy

This rack is excellent for space saving as the cycle stands are so compact with a centre to centre distance of only 375mm. And the height requirement for this rack is only 2.4m - lower than other double stacking racks on the market.

Capacity Calculator*

Estimate how many bikes you can store:

Length mm units:

▫ ▭ Calculate

Number of cycles stored: ▫

*Minimum height of 2.4 metres required

Benefits of the BDS Value Two Tier Bike Rack include:

- Available in a very durable galvanised finish
- Easy to use upper tier using bearings and easy lift gas for long life and minimum maintenance
- BREEAM compliant, where each bike has 3 locking points
- The bicycle is held stable in the wheel channels with locking bars for additional security on top

- Accommodates all cycle types (mountain bikes, town bikes etc, with tyres up to 60mm wide)
- Bicycle frame and wheel can be chained for security
- Cycle is well supported when being stored
- These racks can be extended in lines indefinitely
- Back to back or single sided versions available. As are angeld versions e.g. 45 degrees left or right.
- Robust construction, hot dip galvanised to BS EN ISO 1461
- Designed and manufactured by a company with over 50 years experience
- This bike rack can help contribute towards gaining ENE8 Cycle storage credits when used in the appropriate situation, under the Code for Sustainable Homes.
- Cycle stands are compact with a centre to centre distance of 375mm. Bike stands at the bottom have a centre spacing of 700mm. The top and bottom hold the same number of bikes.
- Minimum height required is 2400mm x minimum depth 1950mm (plus a recommended minimum entrance space of 1500mm)
- Easy lift gas strut fitted so lifting the bike up on the rack requires minimal force from the user

How many bikes can I fit in with the BDS Value Two Tier Bike Rack?

It's easy to work out. All you need to do, is measure the length of the area you want to fit the rack in. The length (mm) divided by 375mm = number of bikes that will fit on the bottom row. Multiply by 2 to get the total number of bike spaces and subtract 2 bikes to allow for the handle bars sticking out.

For example. 4000mm length divided by 375 = 10.666. Multiplied by 2 = 21.333. Round it down to 20 bikes.

How much space in the room do I need?

To be comfortable, we advise at least a 3500mm depth and a width of:

- 4 bikes - 1125mm
- 6 bikes - 1500mm
- 8 bikes - 1875mm
- 10 bikes - 2250mm
- 12 bikes - 2625mm
- 14 bikes - 3000mm
- 16 bikes - 3375mm
- 18 bikes - 3750mm
- 20 bikes - 4125mm
- Simply add 375mm for each extra 2 bikes.

Lead Time on the BDS Value Two Tier Bike Rack

Unlike many other Two Tier bike rack manufacturers, we carry stock of the main components so lead times can be much shorter. We have often delivered against very strict deadlines, The London Shard being an example; where we attended site, created a CAD layout plan for approval, designed a bespoke solution, manufactured and delivered in 4 weeks to the set and agreed deadlines.

Typical delivery time: 2-8 weeks

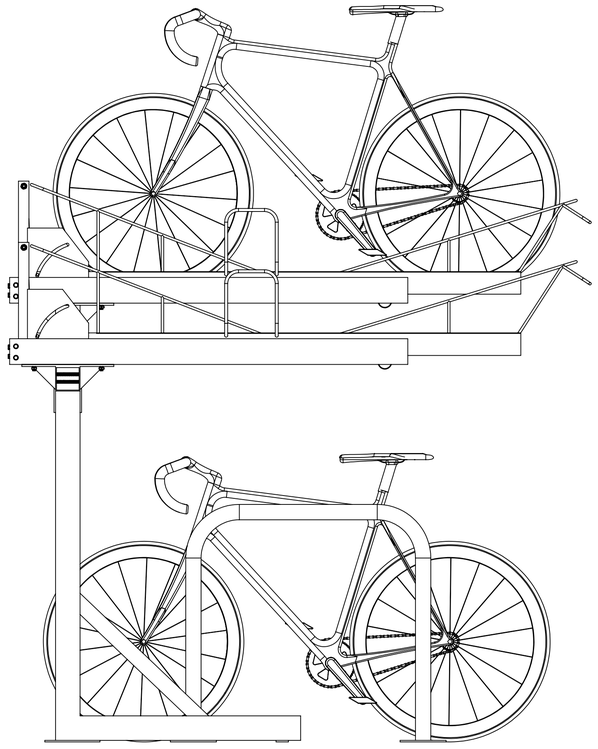
PLEASE CALL US ON 0800 612 6113 TO DISCUSS MORE DETAILS OR TECHNICAL INFORMATION.

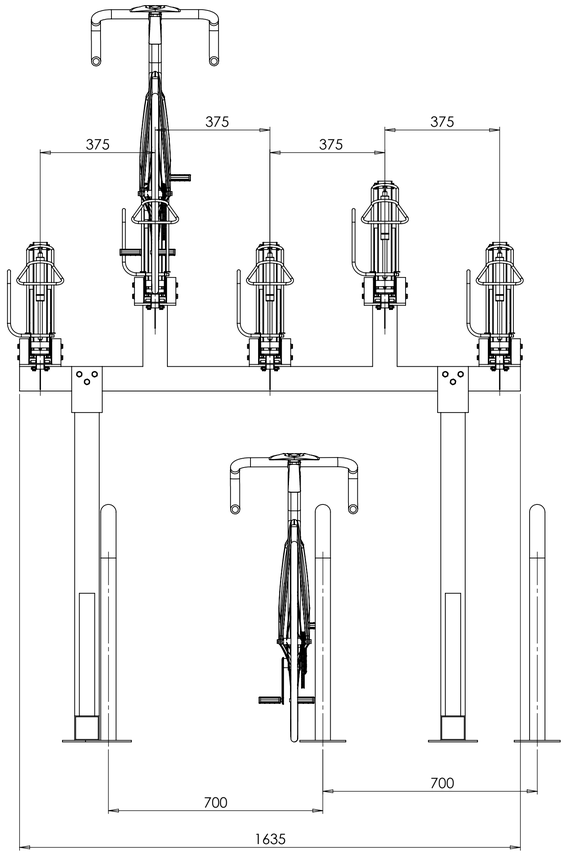
Additional Information

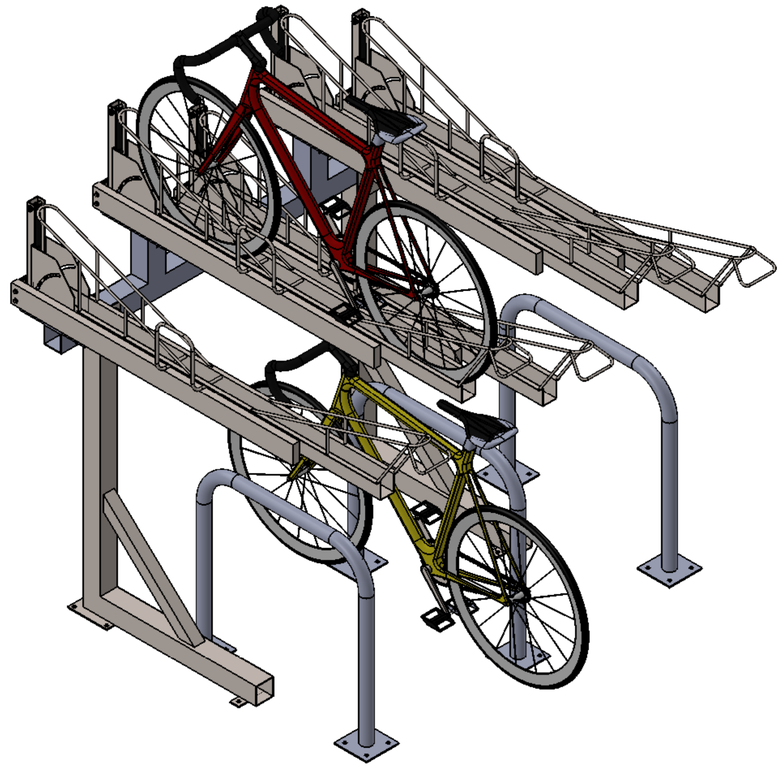
Best Sellers M2	No

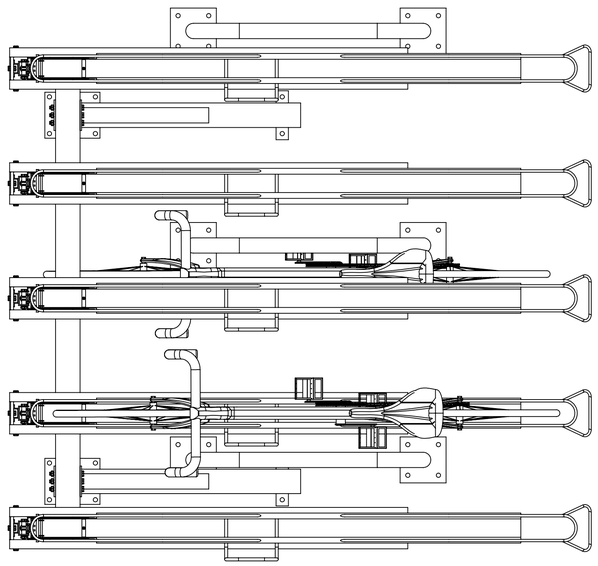
Additional Options

Number of Bikes (Minimum of 4. Higher qty available)	None	£0.00
	4 bikes	£0.00
	6 bikes	£750.00
	8 bikes	£1,050.00
	10 bikes	£1,350.00
	12 bikes	£1,650.00
	14 bikes	£1,950.00
	16 bikes	£2,250.00
	18 bikes	£2,550.00
	20 bikes	£2,850.00
Assembly & Installation Bolts	None	£0.00
	Fixing Pack (Up to 6 Bike Frame)	£33.00
	Fixing Pack (Up to 12 Bike Frame)	£66.00
	Fixing Pack (Up to 20 Bike Frame)	£110.00









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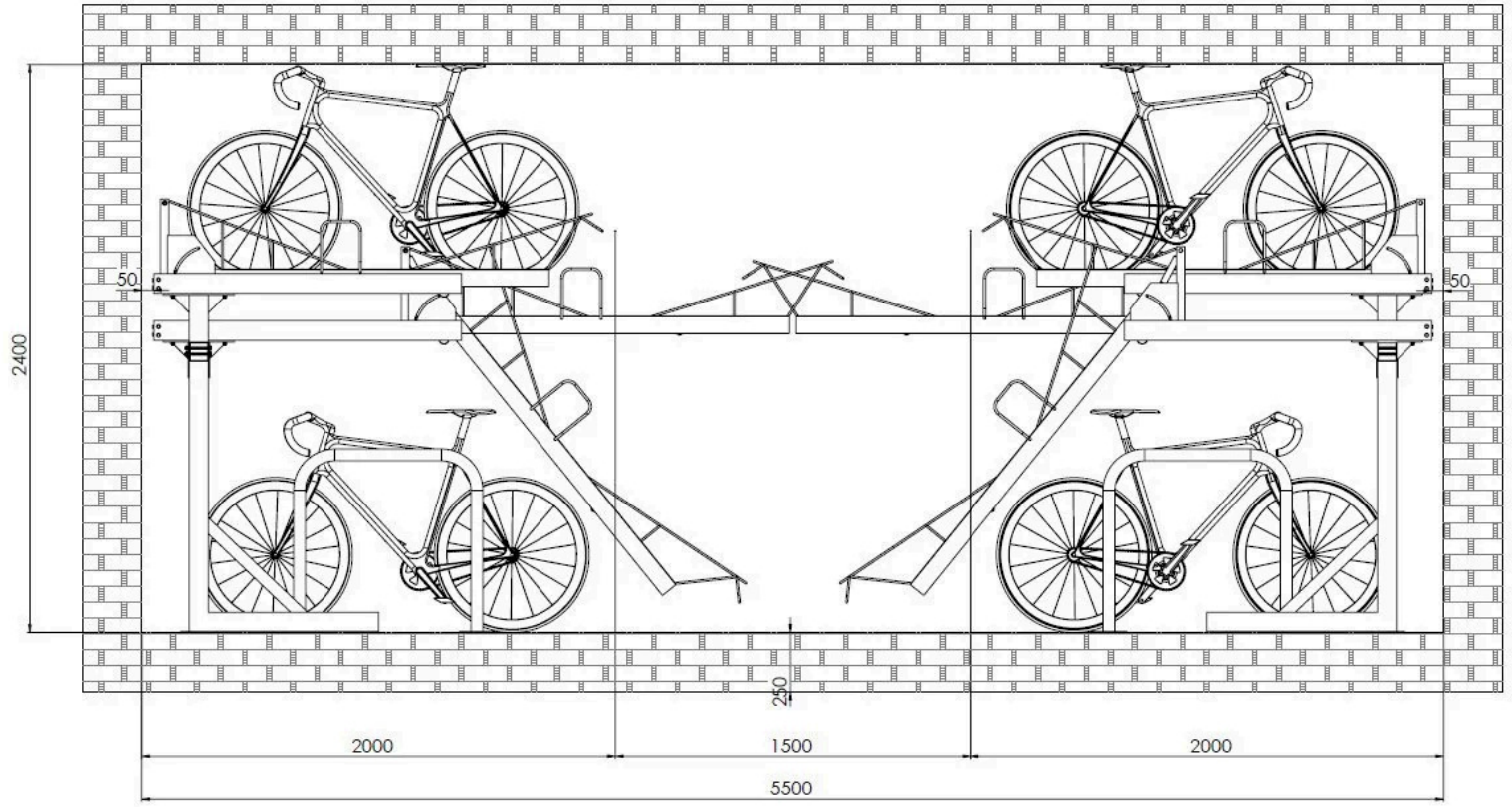
DO NOT SCALE DRAWING	REVISION
Bike Dock Solutions www.bikedocksolutions.com 0800 612 6113	DATE
TITLE: New Value Two Tier 10 Space Customer Drawing	
DWG NO.	A1
SCALE:1:10	SHEET 1 OF 1



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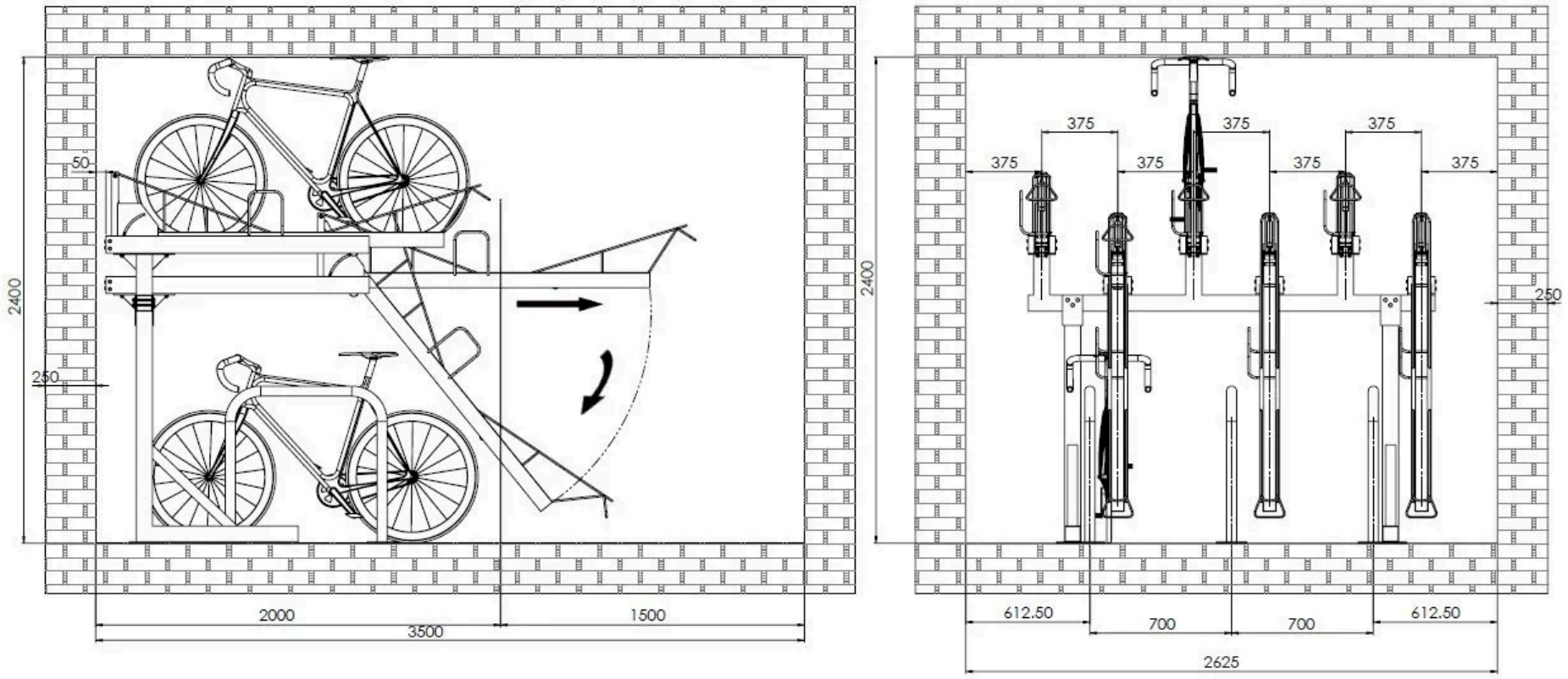
Value Two Tier Facing Racks
Space Requirements

A1



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Value Two Tier Space Requirements

APPENDIX B

Revised Ground Floor Plan – Amended Cycle Store Internal Layouts

Date: 23-February-2026
Scale: 1:50@A3
Source: BA/PMA
Drawing No. P2572/SK/1

P2572: TIVERTON ROAD, LONDON, N15 6RS

Figure SK1.

Value Two-Tier Bike Rack (BDS), Top-Tier Over Sheffield Stands - Block A (L) & Block B (R) Cycle Stores

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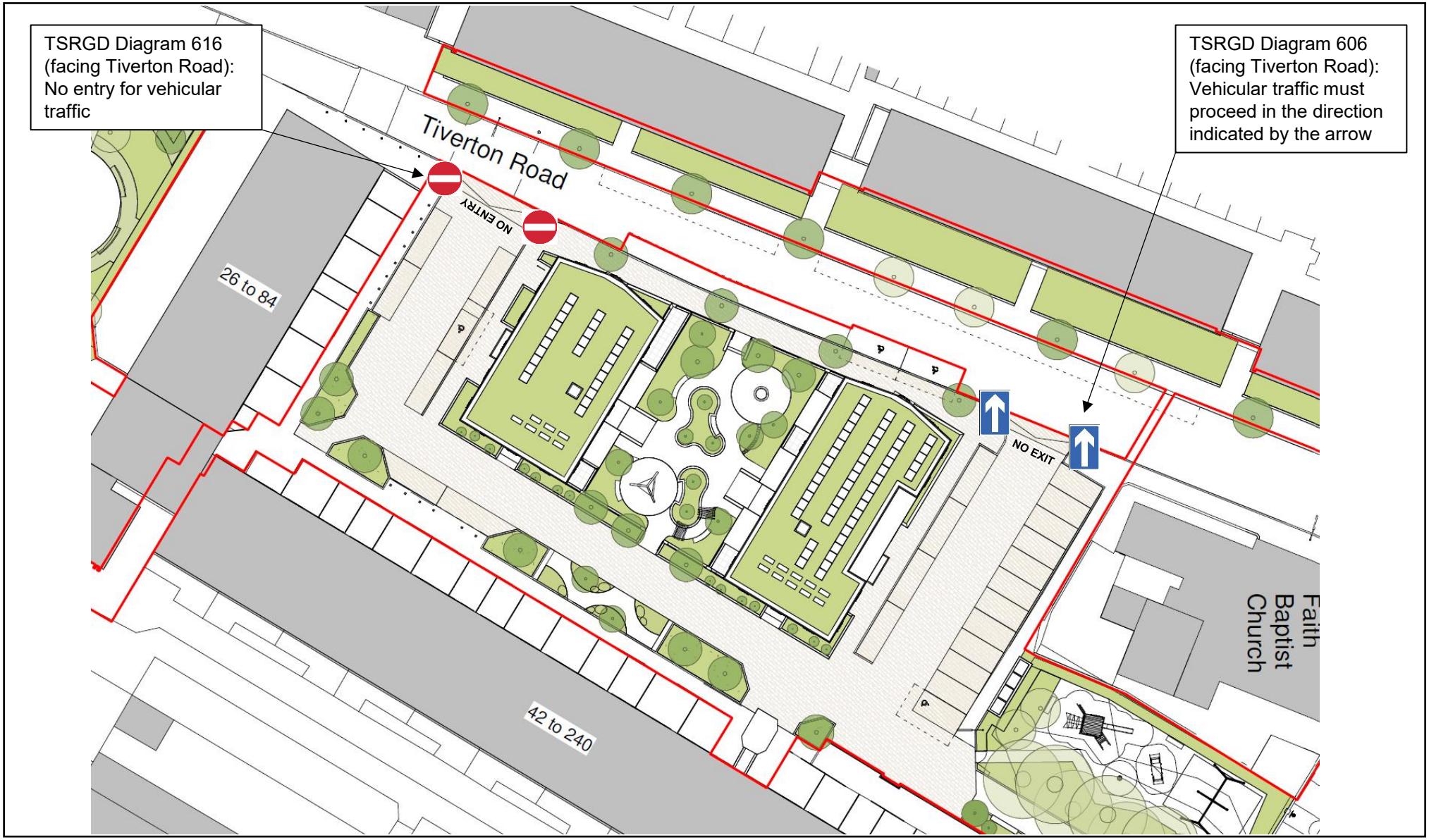
APPENDIX C
Illustrative TSRGD One-Way Signage Scheme for Tiverton Estate Internal Roads



Date: 23-February-2026
Scale: NTS
Source: BA/PMA
Drawing No: P2572/HTN/1

N

P2572: TIVERTON ROAD, LONDON, N15

Diagram HTN1.

Illustrative TSRGD One-Way Signage Scheme for Tiverton Estate Internal Roads

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