

Appendix 4: Local Parking Standards

Canterbury City Council - Local Parking Standards

The parking standards set out below are based on the Kent vehicle parking standards set out in KCC Supplementary Planning Guidance 4 (2006) and KCC Interim Guidance Note 3 (2008).

Land Use Class A1: Shops

Development of retail premises for the sale, display or provision of goods and services

(except hot food) to visiting members of the public. Such development includes:

- grocers, green grocers, butchers, supermarkets, superstores, hypermarkets
- non-food retail warehouses but excluding retail warehouse clubs
- electrical goods and hardware stores
- garden centres/DIY stores
- pet shops/stores
- post offices
- ticket sales or travel agencies
- sale of sandwiches or other cold food for consumption off the premises
- internet (cyber) cafes
- hairdressers/beauty salons
- funeral directors
- hire of domestic or personal goods
- washing or cleaning of clothes/fabrics on the premises

Maximum Goods Vehicle & Car Parking Standards

	Goods Vehicle Parking	Car Parking
Food retail up to 1,000m ²	1 space per 500m ²	1 space per 18m ²
Food retail over 1,000m ²	1 space per 500m ²	1 space per 14m ²
Non food retail	1 space per 500m ²	1 space per 25m ²

Notes:

1. Car parking provision includes spaces for staff.
2. For Garden Centres: greenhouses that are used predominantly for growing and are not open to members of the public should not be included as part of the gross floor space for determining the level of car parking provision. Up to 50% of the car parking spaces required can be provided as overflow car parks, which would not have to be constructed to as high a standard as the main car park.
- 3 For all large retail establishments the provision for goods vehicles only applies up to

a maximum of 6 spaces. For sites where more provision is required, a minimum of 6 spaces should be provided with the actual number being determined by consideration of the operational requirements and demonstrated through a Transport Assessment.

Minimum Cycle Parking Standards

	Short to medium stay (collection/ delivery/ shopping)	Medium to long stay (staff)
Up to 1,000m ²	1 space per 200m ²	1 space per 200m ²
Up to 5,000m ²	1 space per 400m ²	1 space per 400m ²
Over 5,000m ²	Minimum of 12 spaces	

Land Use Class A2: Financial and Professional Services

Uses include:

- banks, building societies, bureaux de change
- estate agents
- employment agencies
- solicitors and accountants
- betting offices
- tourist information centres
- travel agencies

Most Class A2 uses are located in town centres where the provision of dedicated on-site car or cycle parking may not be appropriate or possible. Such developments will be assessed on a case by case basis taking into account the public parking provision available.

Maximum Car Parking Standards

	Car Parking
All developments	1 space per 20m ²

Note

1.	Car parking provision covers spaces for both staff and visitors/ customers.
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Minimum Cycle Parking Standards

	Short to medium stay (collection/ delivery)	Medium to long stay (staff)
All developments	1 space per 1,000m ²	1 space per 200m ²
	Minimum of 2 spaces to be provided	

Land Use Class A3: Restaurants and Cafés

Class A3 uses may be located in town centres where the provision of dedicated on-site car or cycle parking may not be appropriate or possible. Such developments will be assessed on a case by case basis taking into account the public parking provision available.

Maximum Goods Vehicle & Car Parking Standards

	Goods Vehicle Parking	Car Parking	
		Employees	Customers
Restaurants and Cafés ⁽²⁾	See note 1	1 space per 2 staff	1 space per 6m ²
Transport Cafés ⁽³⁾	1 lorry space per 5m ²	1 space per 2 staff	1 space per 15m ²

Notes:

<p>1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the highway.</p> <p>2. Includes roadside restaurants</p> <p>3. Car parking provision for customers should be contained within the allocated space for lorry parking</p>

Minimum Cycle Parking Standards

	Short to medium stay (collection/ delivery)	Medium to long stay (staff)
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All developments	1 space per 10 seats	1 space per 20 seats
	Minimum of 2 spaces to be provided	

Land Use Class A4: Drinking Establishments

Class A4 uses may be located in town centres where the provision of dedicated on-site car or cycle parking may not be appropriate or possible. Such developments will be assessed on a case by case basis taking into account the public parking provision available.

Maximum Goods Vehicle & Car Parking Standards

	Goods Vehicle Parking	Car Parking	
		Employees	Customers
Public Houses, Licenced Bars and Banqueting Halls ⁽²⁾	See note 1	1 space per 2 staff	1 space per 10m ²

Notes:

1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the highway.
2. Includes bars open to non-residents in hotels and non-diners in restaurants.

Minimum Cycle Parking Standards

	Short to medium stay (collection/ delivery)	Medium to long stay (staff)
All developments	1 space per 10 seats	1 space per 20 seats
	Minimum of 2 spaces to be provided	

Land Use Class A5: Hot Food Takeaways

This use class caters specifically for takeaways and fast food premises and are differentiated from A3 uses as they raise different traffic and parking demands

Class A5 uses may be located in town centres where the provision of dedicated on-site car or cycle parking may not be appropriate or possible. Such developments will be assessed on a case by case basis taking into account the public parking provision available.

Maximum Goods Vehicle & Car Parking Standards

	Goods Vehicle Parking	Car Parking	
		Employees	Customers
Takeaways ⁽²⁾	See note 1	1 space per 2 staff	1 space per 8m ²

Notes:

1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the highway.
2. Includes drive-in or drive-through restaurants. These establishments must also provide sufficient on-site waiting space for vehicles to wait clear of the public highway.

Minimum Cycle Parking Standards

	Short to medium stay (collection/ delivery)	Medium to long stay (staff)
All developments	1 space per 10 seats	1 space per 20 seats
	Minimum of 2 spaces to be provided	

Land Use Class B1: Business

This use class includes office development, other than the uses which are set out in use class A2, research and development and light industrial uses which could be carried out in a residential area without detriment to the amenity of the area. Offices will normally have a higher employment density and therefore a higher parking requirement than light industry or research uses. In particular B1 uses outside town centres will normally require a higher parking provision than general industrial uses in use class B2.

The variations in employment density between the use classes incorporated with the B1 use class and the location of the development will mean that there is scope for each case to be assessed individually taking into account the public parking provision available.

Maximum Goods Vehicle & Car Parking Standards

	Goods Vehicle Parking	Car Parking
Offices up to 500m ²	See note 1	1 space per 20m ²
Offices 500m ² to 2,500m ²	See note 1	1 space per 25m ²
Offices over 2,500m ²	See note 1	1 space per 30m ²
High Tech/ Research/ Light Industrial	1 space per 200m ²	1 space per 35m ²

Notes:

1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the highway.
2. For large developments the provision for goods vehicles applies up to a maximum of 6 spaces. For sites where a greater provision is likely to be required the actual number should be determined through the consideration of operational requirements and demonstrated through a transport assessment.

Minimum Cycle Parking Standards

	Short to medium stay (collection/ delivery)	Medium to long stay (staff)
All developments	1 space per 1,000m ²	1 space per 200m ²
	Minimum of 2 spaces to be provided	

Land Use Class B2: General Industrial

This use class covers development of any size to accommodate industrial processes which do not meet the residential amenity test of use class B1. The standard should be applied with discretion to industrial premises that will demonstrate a high employee density, comparable, for example with B1 High Tech and Research.

Maximum Goods Vehicle & Car Parking Standards

	Goods Vehicle Parking	Car Parking
Development up to 200m ²	See note 1	3 spaces
Development over 200m ²	1 space per 200m ²	1 space per 50m ²

Notes:

<p>1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the highway.</p> <p>2. For large developments the provision for goods vehicles applies up to a maximum of 6 spaces. For sites where a greater provision is likely to be required the actual number should be determined through the consideration of operational requirements and demonstrated through a transport assessment.</p>
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Minimum Cycle Parking Standards

	Short to medium stay (collection/ delivery)	Medium to long stay (staff)
All developments	1 space per 1,000m ²	1 space per 200m ²
	Minimum of 2 spaces to be provided	

Land Use Class B8: Storage and Distribution

This use class covers storage and distribution of food and other products and wholesale trade of those products, but excluding retail to the general public or shopping discount clubs which are covered by A1 uses.

The standard should be applied with discretion to industrial premises that will demonstrate a high employee density, for example with sophisticated storage and tracking of high value products. The office component of use class B8 should be assessed as B1 development in addition.

Maximum Goods Vehicle & Car Parking Standards

	Goods Vehicle Parking	Car Parking
Storage and Distribution	1 space per 300m ²	1 space per 110m ²

Wholesale trade distribution	1 space per 300m ²	1 space per 35m ²
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Notes:

1. Parking provision for associated office space to be determined using the standards set out in Land use class B1.

Minimum Cycle Parking Standards

		Medium to long stay (staff)
All developments		1 space per 200m ²
	Minimum of 2 spaces to be provided	

Land Use Class C1: Hotels

This use class covers development providing accommodation for payment (including self-catering accommodation) which cannot be classed as residential and where there is no significant element of care provided. This includes caravan or chalet parks, but not individual premises which are classed under use class C3. Residential hostels are excluded and are considered to be unclassified and dealt with on a case by case basis.

Where hotels are proposed to be located in town centres the provision of dedicated on-site car or cycle parking may not be appropriate or possible. Such developments will be assessed on a case by case basis taking into account the public parking provision available.

The use class includes:

- hotels, motels, boarding and guest houses.
- Holiday/ touring caravan sites and campsites

Maximum Goods Vehicle & Car Parking Standards

	Goods Vehicle and Coach Parking	Car Parking	
		Employees	Guests/ visitors
Hotels, Motels, Boarding and Guest Houses	See notes 1 and 2	1 space per 2 staff	1 space per bedroom (see note 3)

Other C1 development	See note 1	1 space per 2 staff	1 space per unit/ pitch + 1 space per 3 units of 5 person capacity or greater.
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Notes:

<p>1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the highway.</p> <p>2. For developments exceeding 20 bedrooms suitable provision should be made for coaches by either:</p> <p>Facilities to drop off and pick up guests off the public highway or by utilisation of the car parking area, or</p> <p>Off street coach parking provision of 1 space per 20 bedrooms contained within the allocated space for car parking.</p> <p>3. An additional provision should be made where bars and restaurant facilities are open to the general public of one third of the appropriate standard under Class A3.</p> <p>For bars this equates to 1 space per 12m² and for restaurants 1 space per 15m²</p>

Minimum Cycle Parking Standards

All developments	1 space per 10 beds, units or pitches.
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Land Use Class C2: Residential Institutions

This use class covers development providing residential accommodation which includes an element of care, hospitals and residential accommodation for an educational establishment

Maximum Goods Vehicle & Car Parking Standards

	Goods Vehicle and Coach Parking	Car Parking	
		Employees	Residents/ visitors
Nursing/ Residential care homes	Minimum of 1 space for an ambulance and See note 1	1 space per resident staff + 1 space per 2 other staff	1 space per 6 beds or residents

Hospitals and Hospices	See notes 1 and 2	1 space per 2 staff	2 spaces per 3 beds
Residential schools, colleges or training centres	See notes 1 and 3	1 space per resident staff + 1 space per 2 other staff	1 space per 15 students

Notes:

1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the highway.
2. Sufficient ambulance bays and/or parking should be provided to meet the operational needs of the development. Site specific details should be agreed with the Local Planning Authority
3. At special schools there is a need to include appropriate additional spaces for ambulances, taxis and coaches.

Minimum Cycle Parking Standards

Hospitals and other residential units offering a level of care	1 space per 10 beds
Residential schools, colleges or training centres	1 space per 5 students

Land Use Class C3: Dwellings

This use class covers dwellings for occupation by single persons or families, shared accommodation where up to 6 people live together as a single household, self-contained individual accommodation with a resident warden (sheltered accommodation) and static residential caravan sites.

Car Parking Standards

Location	Town Centre	Edge of Centre	Suburban	Suburban Edge/ Village/ Rural
On-street controls	On street controls preventing long stay parking	On street controls, residents' scheme or existing saturation	None, or very limited	None or very limited

		(Note 3)		
Nature of Guidance	Maximum	Maximum	Minimum (Note 6)	Minimum
1 and 2 bed flats	1 space per unit Controlled (Note 2)	1 space per unit Not allocated	1 space per unit Not allocated	1 space per unit Not allocated
1 and 2 bed houses	1 space per unit Controlled (Note 2)	1 space per unit Allocation possible	1 space per unit Allocation possible	1.5 spaces per unit Allocation of 1 space per unit possible
3 bed houses	1 space per unit Controlled (Note 2)	1 space per unit Allocation possible	1.5 spaces per unit Allocation of 1 space per unit possible	2 independently accessible spaces per unit Allocation of one or both spaces possible
4+ bed houses	1 space per unit Controlled (Note 2)	1.5 spaces per unit Allocation of 1 space per unit possible	2 independently accessible spaces per unit Allocation of both spaces possible (Note 7)	2 independently accessible spaces per unit Allocation of both spaces possible (Note 7)
Are garages acceptable? (Note 4)	Yes	Yes, but not as a significant proportion of the overall provision	In addition to standards given above	In addition to standards given above

Additional visitor parking (Note 5)	Public car parks	Communal areas 0.2 per unit max.	On- street areas 0.2 per unit	On- street areas 0.2 per unit
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Notes:

1. Reduced or nil provision is encouraged in support of demand management and efficient use of land.
2. Parking or garage courts with controlled entry.
3. Reduced or nil provision is acceptable in rented properties subject to tenancy controls
4. Open car port or car barns are acceptable at all locations, subject to good design
5. Visitor parking may be reduced where the main provision is not allocated. May not be required for flats
6. A lower provision may be acceptable if vehicular trip rate constraints are to be applied in connection with a binding and enforceable travel plan.
7. Best provided side by side or in another independently accessible form. Tandem parking arrangements are often under- used.

Minimum Cycle Parking Standards

Individual residential dwellings (1)	1 space per bedroom
Flats and maisonettes (2)	1 space per unit
Sheltered accommodation (2)	1 space per 5 units

Notes:

1. Cycle parking should normally be provided within the curtilage of the dwelling. Where a garage is provided it should be of a suitable size to accommodate the cycle parking provision.
2. Cycle parking should be provided as a secure covered communal facility if a suitable individual alternative is not available.

Land Use Class D1: Non Residential Institutions

This use class covers development where there is no residential element, which is not used principally as a place of entertainment but where members of the public have access eg education and health facilities. It includes day centres, adult training centres and other premises for the provision of non-resident social services as well as non-residential schools and colleges. The car parking standards are maxima, and more stringent provision may be appropriate for the allocation of spaces to pupils and students.

Maximum Vehicle Parking Standards

	Goods Vehicle Parking	Car Parking	
		Employees	Pupils, visitors, clients
Primary and Secondary Schools	See notes 1, 2, 3 and 6	1 space per staff + 10%	
Further and Higher Education	See notes 1, 2 and 3	1 space per 1 staff	1 space per 7 students
Libraries, art galleries, museums, public exhibition halls	See note 1	1 space per 60m ²	
Places of worship	See note 1	1 space per 5 seats	
Medical Centres/ Clinics/ Surgeries (including veterinary surgeries)	See notes 1 and 4	1 space per 2 staff	4 spaces per consulting/ treatment room
Nurseries/ Crèches/ Playschools	See notes 1 and 3	1 space per 2 staff	1 space per 4 children
Day care centres	See notes 1 and 5	1 space per 2 staff	1 space per 4 attendees

Notes:

1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the highway.
2. Provision should be made to accommodate school/ public transport vehicles delivering and picking up children.

3. Appropriate provision should be made for the setting down and picking up children in a safe environment and in a manner that does not unduly interfere with the operation and use of the public highway.
4. Provision should be made to accommodate ambulances where appropriate.
5. Provision within the overall allocation for car parking should be made for mini buses where these are used to transport people to and from day care centres.
6. At special schools there is a need to include appropriate additional spaces for ambulances, taxis and coaches

Minimum Cycle Parking Standards

Junior Schools	1 space per 50 pupils
Secondary schools, further and higher education	1 space per 7 students rising to 1 space per 5 students as demand dictates
Medical centres, surgeries	1 space per 2 consulting/ treatment rooms
Other non-residential institutions	1 space per 50 seats or per 100m ²

Notes

Cycle parking that is intended for long stay use at schools or for staff at other establishments should be secure and covered.

Land Use Class D2: Assembly and Leisure

This use class covers development of sites for leisure, recreation and entertainment purposes (excluding libraries, art galleries, museums and exhibition halls which are covered by use class D1, and theatres and casinos which are unclassified)

Maximum Vehicle Parking Standards

	Car Parking
Cinemas, concert halls, conference centres, bingo halls	1 space per 5 seats
Social Clubs, discos, dance halls, ballrooms	1 space per 22m ²

Multi activity sports and leisure centres, swimming pools, ice rinks, health and fitness centres, gymnasiums	1 space per 22m ² + 1 space per 15 seats if appropriate
Marinas and other boating facilities	1 space per mooring or berth
Stadia	1 space per 15 seats or 1 coach space per 300 seats
Bowling greens/ centres/ alleys, snooker halls, tennis/ squash/ badminton clubs	3 spaces per lane/ court/ table + 1 space per 15 spectators if required
Outdoor sports facilities, playing fields	1 space per 2 participants + 1 space per 15 spectators
Golf courses and driving ranges	3 spaces per hole/ bay
Equestrian centres, riding stables	1 space per stable
Historic house and gardens, country parks	1 space per 400 visitors per annum + 1 coach space per 5000 visitors per annum
Theme parks, leisure parks	1 space per 200 visitors per annum + 1 coach space per 5000 visitors per annum
Other uses	1 space per 22m ²

Notes:

1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the highway.

Minimum Cycle Parking Standards

	Short stay (visitors, spectators)	Long stay (staff)
Leisure and entertainment venues	1 space per 300 seats	1 space per 300 seats
Sports facilities and venues	1 space per 10 participants + 10%	1 space per 10 staff

Notes

Cycle parking that is intended for long stay use should be secure and covered.

Unclassified Land Uses

There are miscellaneous developments that do not fall into any of the main use classes.

Some of these unclassified uses may be located in town centres where the provision of dedicated on-site car or cycle parking may not be appropriate or possible. Such developments will be assessed on a case by case basis taking into account the public parking provision available.

Maximum Vehicle Parking Standards

	Car Parking	
	Employees	Customers/ visitors
Car sales (including auctions)	1 space per 2 staff	1 space per 50m ²
Petrol filling stations	1 space per 20m ² (see note 2)	
Night clubs/ casinos	1 space per 22m ²	
Theatres	1 space per 5 seats	
Retail warehouse clubs	1 space per 25m ² + 1 HGV space per 500m ²	
Amusement arcades	1 space per 22m ²	
Residential hostels	1 space per resident staff + 1 space per 2 other staff	1 space per 6 residents
Vehicle servicing and repair	1 space per 2 staff	4 spaces per service bay
Taxi and Vehicle hire, coach and bus depots	1 space per 2 staff	1 space per 4 registered vehicles
Open commercial use (eg scrap yards, recycling centres (see note 3))	1 space per 2 staff	To be assessed individually
Law courts	1 space per 2 staff	6 spaces per courtroom

Notes:

1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the highway.
2. Applies to retail areas only and not to filling station forecourts

3. Provision for goods vehicle parking to be determined on a site by site basis

Minimum Cycle Parking Standards

Cycle parking will be determined on a site by site basis.

Parking at Railway Stations

Provision for parking at or close to railway stations and integrated with public transport access is considered to be appropriate including at rural stations. Any increase in parking should be part of a package that also seeks to enhance access by bus, cycling and walking so that railway stations can become integrated transport hubs.

Design Guidance

This guidance is provided to ensure that new developments, or extensions to existing developments, incorporate the determined level of vehicular parking in a manner that is safe, easy to use and does not unduly interfere with the operation and use of the public highway.

The aim of this design guidance is to enable a consistent approach to parking provision whilst allowing sufficient flexibility for developers and local authorities to adapt the guidance to local circumstances and individual site constraints.

Garages

Experience has shown that garages provided for individual residential dwellings are unlikely to be used for the parking of a vehicle unless sufficient space is also incorporated within the garage for storage. This may have less relevance for garages that are provided as a communal facility for residential accommodation. However, the needs of the mobility impaired, either as a driver or as a passenger, should also be considered in the design of garages and sufficient space should also be allowed to enable a garage to be used as a secure location for any cycle parking provision.

Taking these factors into account the preferred internal dimensions of a garage that should be considered for residential developments are:

Preferred garage size for a single car	5.5m length x 3.6m width
Preferred garage size for 2 cars	5.5m length x 6.0m width

Where it can be demonstrated that cycle parking is provided elsewhere width of garage can be reduced.

Driveways and Manoeuvring on Site

The provision of driveways for residential dwellings needs to be treated with caution and take into account the principles of Kent Design. Driveways that are provided need to consider:

- (a) The impact on the setting of the property
- (b) Its relationship to garage provision
- (c) The impact of its use on the public highway

Driveways that are provided as an alternative to a garage should have the same dimensions as the preferred size of a car parking bay. This should ensure that vehicles parked on driveways do not cause any obstructions to footways, verges or the carriageway. Where driveways are provided in front of garages these should be of sufficient length to allow a vehicle to be parked whilst the garage doors are opened or closed. Otherwise, during such manoeuvres the vehicle may cause a temporary obstruction of the carriageway or any footway or verge situated between the road and the property.

Where parking or garaging for more than two cars is provided this should not be met by constructing the garage or parking area one vehicle wide by the number of vehicles long. Driveways associated with garages and parking areas for two cars should be double width.

Where developments require access by goods vehicles site layouts should include adequate standing and manoeuvring space for vehicles waiting to unload. This may utilise areas provided for car parking if the peak times for cars and goods vehicles do not coincide. To eliminate reversing movements onto the public highway, space for the manoeuvring of goods vehicles should ideally be provided clear of the highway.

Parking Bay Sizes

The dimensions of a car vary considerably with current vehicles ranging from 2.5m to 5.6m in length and 1.7m to 2.4m in width. The average dimensions of a car based on those currently available on the market is around 4.4m in length and 2.0m in width. Design Bulletin

32 (DB32) sets a minimum parking bay for cars of 4.8m x 2.4m. This would provide approximately 0.2m (8 inches) clearance around an average car. There are circumstances, particularly those involving the loading and unloading of vehicles, when a larger parking bay size than that set out in DB32 would be preferable.

The preferred sizes for parking bays to be provided as part of development proposals are:

	Length	Width
Powered 2 wheelers (1)	2.5m	1.5
Cars (2)	5.0m	2.5m
Disabled badge holders	5.5m	3.6m

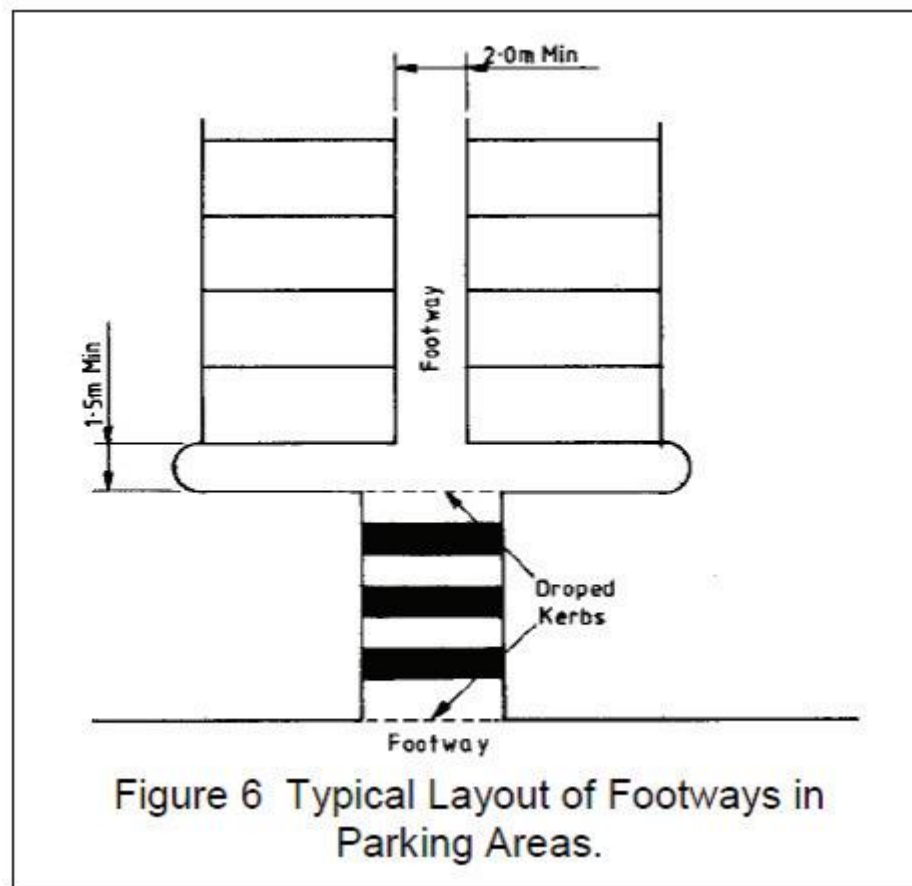
Light goods vehicles	7.5m	3.5m
Minibuses (3)	8.0m	4.0m
Coaches (3)	14.0m	4.0m
Rigid heavy goods vehicles	12.0m	3.5m
Articulated heavy goods vehicles	16.0m	3.5m
<p>Notes</p> <ol style="list-style-type: none"> 1. A minimum space of 1.0m should be allowed between each motorcycle 2. Where car parking spaces are provided parallel to and abutting a carriageway, aisle or drive the preferred bay size should be 6.0 x 2.5m to allow vehicles to manoeuvre into the bay when adjoining bays are occupied. The width of end spaces abutting an enclosed boundary should be increased to 2,7m 3. A width of 4.0m is the minimum necessary to allow passengers to embark and disembark safely. 		

Planning for Pedestrians

The needs of pedestrians should be taken into account when designing the layout of parking areas. This should include both those who have parked within the car park and those who are accessing the development by foot. Pedestrian access both to the development and across a car park should, wherever possible, be provided along the pedestrian desire lines.

Within the car park, provision should be made to allow pedestrians to walk through it easily and safely. The provision of raised footways through the car park and crossing points across main vehicle routes will help to alleviate conflict between pedestrians and vehicles. A typical layout is shown below. Pedestrian routes should also incorporate measures to assist the mobility impaired.

Typical layout of footways in parking areas.



Access/Egress to Parking Areas

Access to car parks from the public highway will require the provision of adequate sight lines to ensure that highway safety is not compromised. Suitable provision should also be made to enable pedestrians, especially the mobility impaired, to cross a car park access.

Within the parking area developers will need to provide a balance between the following conflicting requirements:

- Adequate visibility for the safe manoeuvring of vehicles.
- Safety of any pedestrian movements that are likely to occur.
- Landscaping of the parking area
- Personal security issues.
- Efficient operation of the parking area.

When parking is proposed immediately adjacent to the public highway, either at the rear of the footway or carriageway, right angled parking spaces with direct access should not be used, except in the case of private dwellings.

Cycle Parking

The parking needs of cyclists vary depending on the purpose of their trip:

- **Collection & Delivery** – parking for short stay users needs to be near the entrance to, or inside, the place visited, and may be less secure than long stay provision.
- **Shopping** – Groups of cycle stands should be located at regular intervals so that the bicycle does not have to be parked more than a short walk from the final destination and ideally should be within sight of the owner.
- **Meetings & Appointments** – use is often irregular and can be for long periods, up to a whole day. Users favour locations where lighting and surveillance are perceived to be good, usually at or near to main building entrances and preferably covered.
- **Workplace** – use is generally all day and on a regular basis. Demand is more likely to justify grouping of racks, often within areas where there is controlled access, CCTV monitoring or individual lockers.
- **Residential** – requires high standards of security and should avoid the need to take bicycles a long way into a building.

In addition to the provision of secure cycle parking, developers will be required to consider the additional needs of cyclists (such as lockers, changing and shower facilities where appropriate), the access to cycle parking and the interaction between cyclists and other highway users.

The location of cycle parking provides a key role in persuading cyclists to use it. Cycle parking that is not convenient to the cyclist's ultimate destination or where security is perceived to be poor will often stand empty and be subject to vandalism. Depending on the purpose of the trip the following locational requirements should be considered:

- Obvious and well signed
- Near to the entrance of the premises being visited
- Visible and attractive
- Well lit
- An appropriate level of surveillance and security
- Good weather protection
- Off street location with good and safe access, separated from parking vehicles
- Situated close to well used thoroughfares
- Well maintained

Where a development provides more than one access to a building, or group of buildings, it may be preferable to have small groups of cycle parking facilities spread around the development rather than a single central location. The emphasis should be on providing the most convenient locations for the users.

The location of cycle parking facilities should not present a hazard to pedestrians, especially the mobility impaired. There are several measures that can be taken to minimise the conflict between pedestrians and cyclists:

- Tactile surfaces around cycle parking.
- Raised plinths with a feathered edge in contrasting colours to the existing footway.
- Cycle parking placed on the median zone between the carriageway and the footway.
- Hoops to deflect pedestrian flow around cycle stands.
- Providing a tapping rail (with a maximum height above ground of 150mm) so that an empty rack cannot be walked into.
- Incorporating advertising and lighting with stands.

The provision of cycle parking facilities should fully complement cycle access opportunities to the development. This should include appropriate links to any local cycle network that either already exists or is proposed in an adopted local transport strategy.

A variety of devices and systems are currently available to meet the needs of cyclists.

In general the equipment used to provide secure cycle parking should have the following requirements:

- Easy to use.
- Enable bicycles to be supported without being damaged.
- Vandal proof.
- Have a good finish, clean and with no sharp edges.
- Allow use of cyclist's own locks where appropriate.
- Have the ability to secure the frame and both wheels.
- Allow storage of helmet and other accessories where appropriate.

Wall Loops

These are a simple, cheap and convenient alternative to stands which can be used where there is limited space and a substantial length of wall. A relatively low level of maintenance is generally required. They should be set 700–750mm from the ground, project no more than 50mm from the wall and set at a minimum pitch to park a bicycle every 1800mm. They are not a suitable option for long stay parking.

Sheffield Stands.

These have the virtue of simplicity and value for money and are ideal for short-term parking. They are not always the best option for long stay and/or high-density parking.

Stands with heights over 800mm should be avoided, as they do not support smaller bicycles.

A lower crossbar or panel can be provided to support smaller children's bicycles.

Stands should be 900–1200mm long to support the bicycle at or near axle centres. Suitable space should be provided between stands to allow cyclists to get alongside the bicycle to lock it.

When considering the location of cycle parking using this type of stand it is important to remember how far the bicycle will extend beyond the stand itself. The angling of stands can reduce their width as an obstacle.

Lockable Cycle Stands

These secure both the frame and wheels of a bike and generally have a lower parking density than Sheffield stands. They offer greater levels of security and can be quicker to use.

Lockers

These combine speed of parking with weather protection and high levels of security. They require the greatest level of management commitment and opportunities for abuse can be greater. The liability for securing contents must be clearly defined. The most widely preferred system is a medium/long term hire regime, which requires an explicit agreement with users. A clearance under the units will help to make the locker unattractive for warehousing or sleeping, assist in cleaning operations and provide ventilation.

Staffed Facilities

There is little potential for such facilities to be commercially viable and they are mainly associated with a bike shop or some other compatible outlet.

Unstaffed Facilities

These are mostly associated with provision for employees although they could potentially also be used at public transport boarding points. They generally consist of secure cages or buildings with access allowed through the use of a key or swipe card. Full enclosure of such facilities will offer better weather protection and it is prudent to limit the number of users of the facility. Where a large number of parking spaces are required then more than one facility should be considered, which could then be sited at more convenient locations within the development compared with a larger centrally located facility.

Parking for the Mobility Impaired

Parking bays for the mobility impaired should be conveniently located and clearly signed. Their location should take into consideration the distances that potential users may be capable of walking to reach the facilities they desire. The generally accepted guidelines of walking distances for different degrees of mobility are:

Visually impaired 150 metres

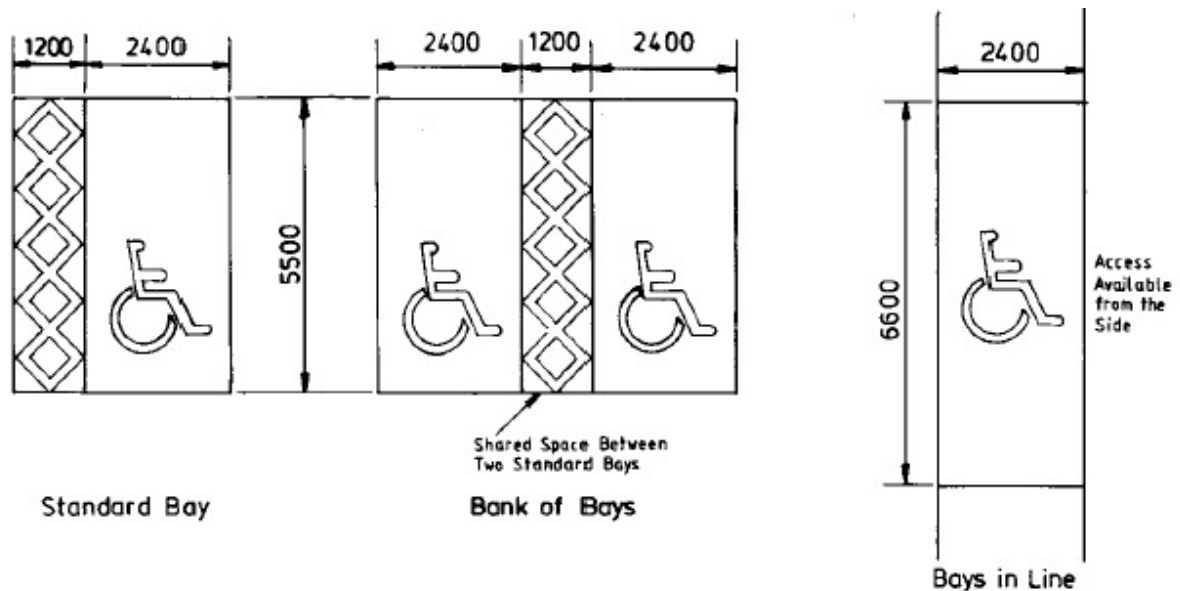
Wheelchair users 150 metres

Ambulatory impairment without a walking aid 100 metres

Ambulatory impairment with a walking aid 50 metres

Parking bays for the mobility impaired should be designed so that drivers and passengers, either of whom may be impaired, can get in and out of the vehicle easily and safely. They need to be designed to encompass a wide range of mobility impairments. They should also ensure easy access to and from the side and rear of the vehicle and protect the mobility impaired from moving traffic.

Typical layouts of parking bays for the mobility impaired are shown below:



Off-street parking bays that are parallel to the access aisle, making access available from the side, should be at least 6.6m long and 2.4m wide. The additional length will allow access to the rear of the vehicle where wheelchairs are often stored. Access from the side should be unencumbered by street furniture.

Off-street parking bays that are perpendicular to the access aisle should be at least 5.5m long and 2.4m wide with an additional width of at least 1.2m along one side. This should allow sufficient width for wheelchair access between vehicles and enable vehicle doors to be fully opened. Where bays are adjacent to each other the 1.2m access area can be utilised to serve parking bays on either side.

Parking bays for the mobility impaired should be located as near as possible to a suitably designed entrance/exit to the development. Access to and from the parking bays should also be free from steps, obstructions and steep slopes.

The minimum standards for the provision of parking for people with impaired mobility are as follows:

For Employees and Visitors to Business Premises (Land Use Classes A2, B1, B2 & B8)	
Car Parks up to 40 spaces	2 designated spaces + 1 space of sufficient size but not specifically designated.
Car Parks with 40 to 200 spaces	4 designated spaces or 5% of the total capacity, whichever is greater
Car parks with greater than 200 spaces	6 designated spaces + 2% of the total capacity
For Shopping, Recreation and Leisure (Land Use Classes A1, A3, A4, A5, C1, D1, D2 & Unclassified)	
Car Parks up to 50 spaces	1 designated space + 2 spaces of sufficient size but not specifically designated.
Car Parks with 50 to 200 spaces	3 designated spaces or 6% of the total capacity, whichever is greater
Car parks with greater than 200 spaces	4 designated spaces + 4% of the total capacity
<p>Notes</p> <p>1. The provision of parking spaces for the mobility impaired will be part of the overall level of parking provision for the development as opposed to an additional requirement.</p> <p>2. The use of spaces allocated for the mobility impaired should be regularly monitored to ensure that the allocation is correct and that the system is working well.</p>	

Any new development which includes off-street parking should have at least one parking space that is either designated for the mobility impaired or, if not specifically designated, is of sufficient size to be used by the mobility impaired. Where provision for the mobility impaired

is not to be provided as part of the development the local planning authority may seek a contribution from the developer towards the provision, operation and maintenance of parking bays either on-street or in public off-street car parks.

Motorcycle Parking

Provision should be made for motorcycle parking at all new developments in order to enable the use of this mode of transport. As with cycle parking the level of provision required will vary depending on the purpose of the trip. The availability of secure parking is particularly important in areas where medium to long term parking is anticipated.

Motorcycle parking standards are a separate and additional requirement to the vehicle and cycle parking standards. As a **minimum** the following standard of provision should be made for motorcyclists within non- residential developments:

Non-residential developments	1 space + 1 space for every 20 car parking spaces provided
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Where communal parking facilities for residential developments are provided the above standards will also apply.

In locating motorcycle parking, sites should be chosen that are well drained, particularly if ground anchors are provided. The surface should, as far as practical, have no, or only a slight, gradient, have a non-slip surface and be firm enough to prevent stands sinking into the ground. Parking areas should only be provided to the rear of footways in exceptional circumstances and under the condition that they would not interfere with pedestrian movements or jeopardise pedestrian safety.

Motorcyclists are prone to the same personal security concerns as other transport users. Hence, good lighting will increase confidence in both personal and vehicle security. Where possible the parking should be located in areas that will regularly be observed and consideration should be given to protecting areas with bollards or some similar restriction to discourage theft.

It is often not possible to pass a lock through a motorcycle frame. Hence any anchor point needs to be at a suitable height for locking the wheel. Two basic types of anchor points can be used to provide secure parking for motorcyclists:

Ground Level – the anchor point remains below the surface, often concealed by a hinged steel plate set flush with the surface. The plate is raised by the user allowing a loop to be lifted up and the users own lock passed through. Consideration should be given to the potential hazard that could be caused as a result of the anchor being left upstanding or jammed in the raised position. Anchor points of this type will require regular maintenance.

Raised – a horizontal bar is provided at a height of approximately 400-600mm above ground. This is generally provided at the edge of the carriageway. It can represent a trip hazard or impediment if installed along the edge of footways. Provision should be integrated with pedestrian railings or protected by means to safeguard pedestrians, particularly those with impaired vision.