

# Somerset County Council

## Transport Policies

### PARKING STRATEGY



September 2013



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## Chapter one - introduction

Somerset's Countywide Parking Strategy has been written to help support the development of Somerset's Future Transport Plan for the period 2011 to 2026. It sets out our policies for parking throughout the county. It explains how much parking developments need to provide and how this should be designed and managed. This includes parking for bicycles, motorcycles, cars, blue badge holders and a number of other vehicles which have special requirements.

Parking is part of all of our lives. It affects where we go and how we choose to get there. We need to provide enough parking to help our local economies grow but providing too much car parking can cause congestion by encouraging more car use. We should aim to provide enough parking to allow people to make the trips they need to make, without cluttering up developments and making places ugly and hard to get around.

The strategy is split into two parts. Part One explains how we developed the strategy. It begins by explaining the policy and guidance documents that have helped us develop the strategy (Chapter 2). Chapter 3 develops the issues raised in Chapter 2 into a set of objectives for the strategy and explains how we have developed the policies that will deliver them.

Part Two introduces the standards that arose from the work described in Part One. Different places have different parking needs; Chapter 4 introduces a 'zoning' system which will help make sure we apply the right policies in the right places. Chapters 5 and 6 set out our standards for the amount of residential and non-residential parking that should be provided to help meet our objectives (using the zones developed in Chapter 4). Chapter 7 aims to make sure this parking is provided in the best possible way, by setting out standards for the design and layout of all parking.

## Chapter two - parking policy context

We used a wide range of policy and guidance documents to help us develop this parking strategy. These documents help us to understand our current situation, the challenges we face and the options we have for tackling them. Whilst we have been careful to recognise Somerset's particular needs, these policies are important as they provide us with the tools we need to produce the right strategy for Somerset.

This chapter summarises these documents. It is divided into a number of sections which introduce key areas of policy. Section 2.1 covers national policy, Section 2.2 covers policy for the south west and Section 2.3 covers Somerset's local policies. The final section (Section 2.4) provides a brief summary of how the policy context developed here formed the foundation of the remainder of the strategy.

### 2.1 National policy

There are a range of policies from every area of central Government that helped us to develop Somerset's Parking Strategy. This section focuses on the key policies affecting the strategy until 2016. These policies are particularly important as they set out the ideas and solutions preferred by central Government and are, therefore, the things we must consider if our plans are to gain the support of decision makers and secure any future central Government funding. Whilst the design and implementation of parking policies is very much a local decision, national policy and guidance help us place these decisions in context.

*The Stern Review* examined the potential cost of climate change to the economy, and particularly the economic costs and benefits of reducing our greenhouse gas emissions. There is a growing acceptance that increased emissions of greenhouse gases will affect our economic productivity by threatening food production and increasing the risk of flooding and disease. As transport is responsible for 21% of domestic UK emissions, it has an important part to play in making this reduction and managing transport demand through parking is one way of contributing to this.

*The Eddington Study* was commissioned by the Government to explore the links between transport, the economy and its commitment to sustainable development. The report concluded that transport has a crucial part to play in the economy but that it has problems with delay, unreliability and damage to our environment. Clearly, managing demand for parking is one way of changing the travel choices people have to make, so it is a necessary element in improving the reliability of the transport network and, therefore, the economy.

*Towards a Sustainable Transport System* and the subsequent *Delivering a Sustainable Transport System* represented the Government's response to the Stern Review and Eddington Study. They provide five objectives for long term transport investment. These are:

1. To help our economy grow and compete internationally by providing reliable transport that makes the best use of all of our resources;
2. Tackling climate change by reducing transport's emissions of carbon dioxide and other greenhouse gases;
3. Make transport safer and healthier by reducing deaths, illnesses and injuries caused by transport and promoting ways of travelling that are good for our health;
4. To promote a fairer society and, through transport, allowing everyone to access the opportunities that will help them improve their lives; and
5. To promote the aspects of transport that improve our quality of life by helping us access the goods, services and people that we value, whilst reducing the negative effects of these trips on the environment.

Following the change of government in 2010, a White Paper entitled '*Creating Growth, Cutting Carbon Making Sustainable Local Transport Happen*', was published by the DfT on 19<sup>th</sup> January 2011. The White Paper sets out the need to focus on low-cost, high-value interventions. A package approach is advocated, giving people choice at a local level for short trips and 'nudging' them towards sustainable choices. The Government's view is that for many longer distance trips there is no alternative to the private car; therefore, it proposes technological advancement as the major part of its policy to reduce carbon dioxide emissions from transport. The White Paper encourages local authorities to provide electric vehicle charging infrastructure in new developments and also suggests that they set aside some residential car parking spaces for car club vehicles.

In addition to the development of national transport policy described above, the last decade has seen innovative changes in the guidance for designers of urban streets. The *Manual for Streets* (MfS) was prepared in 2007 to help planners and developers build residential streets that enable people to feel a greater sense of place and community. It explains how the parking of vehicles is a key function of most streets in residential areas and needs to be properly considered in the design process. MfS also argues that providing a level of car parking below normal demand levels can be appropriate in *some* situations and explains the efficiency benefits of unallocated car parking and the need to meet at least some of the normal demand on the street. The guide emphasises the importance of providing sufficient good-quality cycle parking in all new residential developments. It offers guidance on footway parking and the size of parking spaces for cycles, cars and motorcycles.

The companion to MfS, *Manual for Streets 2* (MfS2), was published in 2010. It builds on the guidance contained in MfS1, exploring in greater detail how its key principles can be applied to other types of streets, for example high streets and lightly trafficked lanes in rural areas. MfS2 includes guidelines on the positive and negative impacts of on-street parking and different design options.



Another important legislative change with impacts on car parking is the *Traffic Management Act (2004)*. The act aims to tackle urban and inter-urban congestion by concentrating on areas where the Government believes that legislation can reduce disruption on our roads. In relation to parking, this enables the consolidation, by making regulations, of civil traffic enforcement legislation covering parking, bus lanes and some moving traffic offences. The Act effectively enables Local Authorities to enforce some offences which were only previously enforceable by the Police (discussed further in Section 3.3.4).

The Portas Review (2011) aimed to offer 'An independent review into the future of our high streets' and provides a valuable insight into retailers' parking needs. It explains the role parking can play in making high streets the vibrant and competitive places envisaged in this strategy's objectives (see Section 3.2). The review provides a useful counterpoint to other literature on the role of parking, that should form part of the evidence used when considering parking in (or for) high streets.

### **2.1.1 The National Planning Policy Framework**

The National Planning Policy Framework (NPPF) was released by the Government in March 2012 and replaces Planning Policy Statement (PPS) 3, 4 and 12 and Planning Policy Guidance (PPG) 13. Therefore, there are no national guidelines on levels of parking to be provided in new development. Where setting local parking standards for residential and non-residential development, local planning authorities are advised to take into account:

- the accessibility of the development;
- the type, mix and use of development;
- the availability of and opportunities for public transport;
- local car ownership levels; and
- an overall need to reduce the use of high-emission vehicles.

Local authorities are encouraged to seek to improve the quality of parking in town centres so that it is convenient, safe and secure, including appropriate provision for motorcycles. They should set appropriate parking charges that do not undermine the vitality of town centres. Parking enforcement should be proportionate.

The NPPF also encourages developers to incorporate facilities for charging plug-in and other ultra-low emission vehicles.

The next section discusses the former PPS and PPG documents that helped form the early development of this Parking Strategy. However, the NPPF is the main document guiding the development of the Parking Standards.

### 2.1.2 Planning Policy Statements and Guidance Notes

Planning Policy Statements (PPSs) and their predecessors Planning Policy Guidance Notes (PPGs) were prepared by the Government to explain statutory provisions and provide guidance to local authorities and others on planning policy and the planning system. They also explain the relationship between planning policies and other policies, such as transport, that have an important bearing on issues of development and land use.

The main PPG note that relates to parking policy is *PPG13 (Transport)*, although certain elements of it have been superseded by newer PPSs. PPG13 advises authorities to prioritise short term parking provision in centres in order to discourage commuter parking. Additionally, it recommends that shared use parking facilities be pursued by authorities. The Coalition Government made minor amendments to the national guidance note in January 2011. These are intended to give local authorities greater control of parking locally, both within new developments and as part of the managing of current parking stock in town centres. The revised wording makes it clear that levels of parking should be provided that make efficient use of land and encourage sustainable development.

*PPS4 (Planning for Sustainable Economic Growth)* looks to set out the background in which sustainable economic growth can take place. Key to this is supporting sustainable transport, which includes ensuring that parking standards are appropriate to achieve increased levels of non-car travel. PPS4 also advises authorities on the maximum level of parking provision on certain key types of non-residential development. It recommends that authorities strive to set lower levels of provision where appropriate and that minimum standards should only apply to disabled parking. PPS4 replaces Annex D (Maximum Standards for Non-Residential Development) of PPG13.

*PPS3 (Housing)* suggests residential parking policies should be developed to take into account expected levels of car ownership, the importance of promoting good design and the need to use land efficiently.

*PPS12 (Local Development Frameworks)* sets out the Government's policy on the preparation of local development documents. The following sections of PPS12, under integration of transport and land use policies, are particularly relevant to parking policy:

- B9. The integration of transport and spatial planning is central to the development and delivery of effective local development frameworks. Local transport policies need to reflect and support the aims of the core strategy development plan document. Land use planning, in turn, needs to take account of the existing transport network and plans for its development.

- B10. To deliver integration, local development documents outside London should be consistent with the local transport planning policies of the local transport authority for their area.

The draft National Planning Policy Framework (NPPF) was published on 25 July 2011 for consultation. It streamlines national planning policy into a consolidated set of priorities to consider when planning for and deciding on new development. The Government intends to replace all planning guidance by the NPPF once it is implemented.

## **2.2 The south west regional parking strategy framework**

The South West Council's Transport Technical Group Parking Sub Group jointly developed and agreed a regional 'Parking Strategy Framework' in 2010. The framework provides local authorities in the south west with best practice and recommended guidance on the formulation of parking strategies. Whilst regional planning has since been abolished, some of the technical work undertaken to support it, like this framework, remains relevant for local policy development. As the framework will help our strategy to work with those of neighbouring authorities, whilst giving us the flexibility to address Somerset's needs, it remains a useful resource.

The Framework recognises that parking policies and strategies need to balance a range of economic, social and environmental objectives. The document sets out a number of principles covering:

- The overall management of car parking;
- The management of local authority car parking stock;
- The setting of appropriate parking charges;
- Car parking standards;
- Park and Ride;
- Tourism and leisure parking;
- Parking at railway stations;
- The workplace parking levy; and
- Advice on cycle, motorcycle and lorry parking.

These overarching principles have been used to inform Somerset's Parking Strategy.

## **2.3 Somerset's own policies**

### **2.3.1 Somerset's Second Local Transport Plan**

Somerset's Second Local Transport Plan (2006-2011) identified a need for a clear strategy on parking. As a result the Countywide Parking Strategy was produced as an Appendix to the main LTP2 document. Within the parking strategy itself, it was identified how it would contribute to the Local Development Frameworks for each of the five district authorities as well as addressing parking standards for cars, cycles and motorcycles.

The document demonstrates the need to ensure accessibility throughout the County, whilst supporting objectives to protect the environment and reduce congestion by controlling traffic growth. The management of parking in the previous LTP was therefore closely linked with the availability of effective alternative modes of travel, particularly public transport, and the Parking Strategy was therefore integrated with the Passenger Transport Strategy. This will remain the case for the revised strategy which will stand as a supporting document to Somerset's Future Transport Plan, which replaced LTP2 in 2011.

### 2.3.2 Somerset's Future Transport Plan

Somerset's Future Transport Plan (FTP) covers the period from April 2011 to 2026. The plan will be delivered through a series of implementation plans which, it is planned, will eventually run in 3-year cycles. However, because of the uncertainty surrounding funding beyond the 2011/12 financial year, the first implementation plan only covers a one year period only from 2011-2012.

Government guidance for the third round of Local Transport Plans drew heavily on the Stern and Eddington studies mentioned above and outlined five goals that transport authorities needed to address in their third LTPs:

- Reduce Carbon Emissions;
- Support Economic Growth;
- Promote Equality of Opportunity;
- Contribute to Better Safety, Security and Health; and
- Improve Quality of Life and a Healthy Natural Environment.

The Somerset Strategic Partnership<sup>(1)</sup> prepared a Sustainable Community Strategy (SCS) for Somerset, which has been important in establishing more local goals and challenges for the FTP. The SCS has six core aims, which are:

- Making a positive contribution;
- Living sustainably;
- Ensuring economic wellbeing;
- Enjoying and achieving;
- Staying safe; and
- Being healthy.

Clearly, there is a close relationship between the six aims of the SCS and the five Government goals for LTP3. This shows that local and national priorities are closely linked. As it is important for transport authorities to ensure that appropriate local priorities are determined from the national goals, the six aims identified through the SCS have been adopted as the local goals of Somerset's FTP.

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1 A Local Strategic Partnership brings together local authorities, statutory agencies and the private, community and voluntary sectors to achieve common goals ([www.somersetstrategicpartnership.org.uk](http://www.somersetstrategicpartnership.org.uk)).

Parking and demand management is a key part of Somerset's transport strategy and through the Parking Strategy will be integrated into the Somerset's FTP to help achieve these aims.

### **2.3.3 Sustainable Community Strategy**

The Sustainable Community Strategy (2008-2026), produced by the Somerset Strategic Partnership, sets out a vision for Somerset in 2026 and the priorities that will lead to improved services and a better way of life. It has six aims set out under the following headings: 'Making a Positive Contribution'; 'Living Sustainably'; 'Ensuring Economic Well Being'; 'Enjoying and Achieving'; 'Staying Safe'; and 'Being Healthy'.

Whilst there is no specific reference to parking policy in the strategy, several multi-disciplinary projects to achieve the six aims are outlined. Projects with elements relating to transport include "A 'Green' County" which will require 'improving transport arrangements to reduce car use' and "Transforming Communications" which will mean 'supporting, encouraging and promoting a wider range of transport options so that more people are able to use their cars less'.

### **2.3.4 Somerset's Manual for Travel Plans / Travel Plan Guidance**

Travel Plans are written by businesses, schools and housing developments; they aim to help people meet their everyday needs in a way that keeps our roads working and protects Somerset's people and places. The Manual for Travel Plans (MfTP) has been developed as a comprehensive guide to facilitate the uptake and production of travel plans within Somerset. The MfTP guides site occupiers, e.g. business owners, through the travel plan development process, from implementing measures to monitoring travel patterns. There are strong links between MfTP and the SCC Parking Strategy and it is therefore important for them to be closely aligned.

The County Council is also developing a Travel Planning guidance document to provide more support to those using the MfTP. It will help the development industry prepare high quality travel plans that provide sustainable and long-lasting outcomes and for these to be fairly and consistently implemented within Somerset across Local Planning Authority (LPA) areas.

The Travel Plan Guidance expects proposed developments to contribute to modal shift and ensures that good quality cycle parking and other on-site physical facilities will support new development. It includes clear guidance on parking issues relating to sustainable modes of travel. Once it is complete, it is anticipated that all LPAs within Somerset will formally adopt the document as part of their own land-use policies being produced through the Local Development Framework.

### **2.3.5 Local Development Frameworks**

It is important that parking standards are set at a local level through the emerging Local Development Frameworks (LDFs), prepared by the district authorities within Somerset. While the districts are at different stages of developing their LDF Core Strategies, each has expressed a willingness to adopt the Parking Standards set out in this document as its own parking policy, providing agreement can be reached.

### **2.3.6 Other Modal Strategies**

During the development of the FTP, other strategies have emerged which will have close links to this document, including strategies for Walking, Cycling, Motorcycling, Bus and Rail.

### **2.3.7 Local Accessibility Studies**

A series of Local Accessibility Studies (LAS) were compiled by SCC's Accessibility Team to look at access to key services in certain areas of Somerset. Most of the early work focused on accessing health care and car parking at some of the sites has been identified as a problem. These studies highlight the need for a balance between providing car parking for patients and ensuring that other modes of transport are also catered for. At many of the health care facilities, there were no facilities for motorcycle or bicycle parking. The results of the LASs will help inform the Parking Strategy.

## **2.4 The policy context and the remainder of the strategy**

The policies summarised above help us to understand our current situation, the challenges we face, and set out the context for improving parking in Somerset. They also provided the foundations for the work developing our strategy summarised in Chapter Three. The guidance provided and solutions suggested also helped to inform the standards set out in Part Two.

## Chapter three - development of the parking strategy

### 3.1 Introduction

In this chapter we set out our objectives for the Countywide Parking Strategy and describe how we have developed the policies that will deliver them. In most cases a number of strategy options have been suggested to support the policies and this section also includes a brief description of each of these supporting options. The supporting options are proposals that are intended to add value in different ways to the basic policies. The extent of that value will need to be assessed further before implementation is considered.

As a first step in this assessment process the supporting options have been evaluated using a Future Transport Plan strategy assessment tool designed for this purpose. The results of this option appraisal are summarised at the end of this section. The policies will be reviewed and refreshed as required to ensure that the strategy continues to deliver local objectives.

The chapter is divided into a number of sections. Section 3.2 sets out the objectives the parking strategy must aim to meet. Sections 3.3 and 3.4 form the bulk of the chapter, they set out the policies we have developed to meet these objectives and manage (Section 3.3) and provide for (Section 3.4) parking. **Both of these subsections discuss the challenges we face and set out a policy (in a red box) and a number of possible considered options that could help put these policies into practice (in a grey box).** Section 3.5 explains the appraisal processes used to help assess how these options might contribute to the strategy's objectives. The policies developed in this chapter have helped guide the standards set out in the remainder of the strategy.

### 3.2 Objectives of the parking strategy

The County Council has a leading role in both the management and provision of parking in Somerset.

If the management of parking is to deliver wider policy aims our approach needs to balance various conflicting aspirations. Our objectives for parking management include:

- Managing parking in order to maintain the vitality and viability of town centres by ensuring the needs of shoppers and visitors are prioritised;
- Managing parking in order to meet the needs of residents who live within towns, in villages and in rural areas;
- Encouraging the use of more sustainable modes, including adequate provision of accessible and secure bicycle and motorcycle parking;
- Managing parking on the highway network to encourage the use of public transport;

- Managing parking effectively in order to reduce commuter trips from new developments by car;
- Contributing to the reduction of CO<sub>2</sub> emissions from vehicles; and
- Meeting the special parking needs of people with disabilities.

The County Council, in consultation with the district and borough councils in Somerset, sets parking standards that are aligned with both the latest national guidance and local aspirations.

Our objectives for parking provision in new developments include:

- Enabling well designed development that uses land efficiently and minimises nuisance to residents and neighbours;
- Revising residential parking standards to enable us to meet the car, cycle and motorcycle parking needs of residents, including those with disabilities;
- Setting out revised optimum car parking standards and minimum standards for cycle parking for non-residential development; and
- Encouraging the use of more sustainable modes through parking provision.

### 3.3 Parking management

The way parking is managed can have a huge effect on us all. Badly managed parking can clutter our streets, cause congestion, waste our time or even change how, when and where we choose to travel. Well managed parking makes our streets better and safer places to be, keeps our roads moving and helps our businesses.

This section sets out the policies we have developed to manage parking so that it works for Somerset. It is divided into a number of sub-sections which deal with key issues in parking management.

#### 3.3.1 Overall Management

Somerset County Council is committed to an active role in the overall management of public parking throughout the County. Historically day-to-day parking operations have been primarily the responsibility of the five Somerset district and borough councils. Therefore, the County worked to achieve its objectives in local areas by working in partnership with these authorities. This relationship is changing, however, as the County Council proposes to take back the management of on-street parking and offer the district and borough councils enforcement services for their car parks, under a Civil Parking Enforcement regime.

In development planning each district authority sets out its local parking policies in a Core Strategy which forms part of its Local Development Framework. The County Council and district councils must therefore seek to ensure that the Core Strategies are in line with the Countywide Parking Strategy.



Reviews of the parking provision in key areas throughout Somerset are required to develop more detailed local parking strategies, particularly in the main towns. These strategies should include proposals for the management of all types of parking (i.e. not only parking for cars but also for cycles, motorcycles, commercial vehicles and coaches). The County Council will work with the district councils to review their parking activities, particularly within the main towns. Evidence of local parking supply and demand is required to complete detailed strategies for individual towns and other local areas. Some of this evidence has already been collected but in a few cases more surveys will need to be undertaken.

The proposals for new nuclear power development at Hinkley Point will bring particular pressures on parking in parts of Sedgemoor. The developers must demonstrate to the County Council that effective mitigation measures will be put in place.

### **Policy PM1: Overall Management Policy**

Somerset County Council will work with the district councils and other car park operators to ensure that the parking stock within Somerset is effectively managed so that the supply, maintenance, charging and enforcement measures applied within the County help to achieve local objectives. The County Council will support the development of local strategies, based on a comprehensive evidence base of parking supply and demand.

### **Overall Management: Considered Options**

**PM1.1 Survey public cycle parking needs in town centres.** This option is considered to be a minimum requirement for the development of local parking strategies. The survey will audit the existing provision and make recommendations for new locations for cycle parking facilities.

**PM1.2 Audit on-street and off-street motorcycle parking in conjunction with district councils and the stakeholders.** Motorcycling is becoming increasingly popular nationally and Somerset's Motorcycling Strategy (2011-2026) recognises that powered two wheelers can make a contribution to environmental and social inclusion goals. An objective of the motorcycling strategy is to increase good quality public parking that will meet the needs of motorcyclists. In order to plan better facilities we will need to establish an up-to-date database of the existing provision across the districts.

**PM1.3 Review car parking in the main towns.** This option relies on supply and demand data that has already been collected and is available for analysis, although it will be necessary to fill gaps in data where they are identified. It will mainly set out information such as the capacity, location, usage and charging regimes of council owned off-street car parks.

**PM1.4 Review current parking regulations and priority parking schemes in the main towns.** If sufficient funding is available, this option will extend the collection and review of car park data described in PM1.1. It will involve collating information about the traffic regulation orders and restrictions applied to off-street parking in the main Somerset towns.

**PM1.5 Review parking facilities for freight vehicles.** Somerset's Freight Strategy recommends undertaking studies to help understand the existing and future provision for freight vehicles including parking, loading, waiting and overnight facilities. (Parking policy for freight vehicles is also discussed in the management of private and public car parks, Sections 3.3.3 and 3.3.5)

### 3.3.2 Overall Sustainability

Our sustainability policy commits the County Council to using parking policy to contribute towards environmental improvement goals wherever possible, including CO<sub>2</sub> emission reduction. The most obvious areas for targeting action of this kind are the provision of facilities for cycles, motorcycles and electric cars. Somerset County Council's Cycling Strategy recognises that high quality, secure cycle parking and other trip end facilities "can be the difference between someone choosing to cycle and not choosing to cycle" and therefore encourages travel by healthy modes. Although not one of the traditional sustainable modes, smaller motorcycles make a lower contribution towards congestion and CO<sub>2</sub> emissions than most cars.

#### Policy PM2: Overall Sustainability Policy

In order to help achieve its objectives for sustainable development, Somerset County Council will seek to support parking related proposals that enable reductions in the environmental impacts of travel. As and when external funding opportunities arise, Somerset will work with relevant partners to progress suitable options.

#### Overall Sustainability: Considered Options

**PM2.1 Increase cycle parking provision.** Deficiencies in the provision of parking opportunities for more sustainable modes of transport in existing developments are not uncommon in Somerset so the provision of additional cycle parking facilities at key destinations will be encouraged by the County Council. Options for new and better cycle parking facilities include hoops attached to lamp posts, as trialled in Camden. Each 'cycle hoop' provides parking space for two bicycles.

Cycle parking 'hubs' in Taunton, Bridgwater and Yeovil have been proposed and additional bicycle parking at key points on the County's cycling network will also help to encourage healthy travel.

**PM2.2 Seek and support innovative parking solutions in eco-towns and other developments with higher standards of sustainability.** The inclusion of 'car-free' residential areas is a design principle of eco-towns. The principle aims to encourage reductions in car ownership and discourage car use, in part by parking restraint and management. For example, parking may be limited but supported by strategies for home deliveries; car parks may be separated from residential areas; a parking space in a car park at the edge of a development may be rented or purchased at a cost that is separate from the cost of buying or renting a home. Proposals for provision above or below the standards set out in Chapters Five and Six must be supported by evidence detailing the local circumstances that justify the deviation and must be included in the developer's Travel Plan. Parking facilities for cyclists, including parking or storage facilities in the home, are particularly important in eco-developments.

**PM2.3 Offer preferential parking spaces and/or cheaper parking for car sharers and low-emission vehicles.** Premium spaces in public and private car parks can be made available to users who car share or use low emission vehicles. Reducing the charges levied on these users reflects their lower environmental costs.

**PM2.4 Encourage developers to install electric charging points in new developments.** New technologies, such as electric cars, offer substantial environmental performance improvements. However, the infrastructure required to support the take up of these technologies, such as charging points and reserved spaces, is currently lacking. Electric car charging facilities should be encouraged in private car parks in all types of development in order to facilitate the change to electric vehicles that is envisioned in Government policy.

### 3.3.3 Management of Publicly Owned Car Parks

Nationally, current practice is to manage travel demand through a parking strategy which supports local economies but also seeks to promote healthier and more sustainable transport choices. The aim is to achieve a balance between providing sufficient parking spaces on the one hand and encouraging people to use alternative modes on the other.

The district councils are the operators of the majority of publicly owned car parks (the County Council operates the permanent Park and Ride sites in Taunton). Most are located within urban areas and have an important role to play in supporting economic activity within our towns. Many car parks are conveniently located for access to town centre activities, leisure, shopping and employment and, consequently, there are competing demands for spaces in the most desirable car parks.

Figure 3.1 shows the total number of parking spaces provided in car parks run by district councils in some of the larger town centres in Somerset.

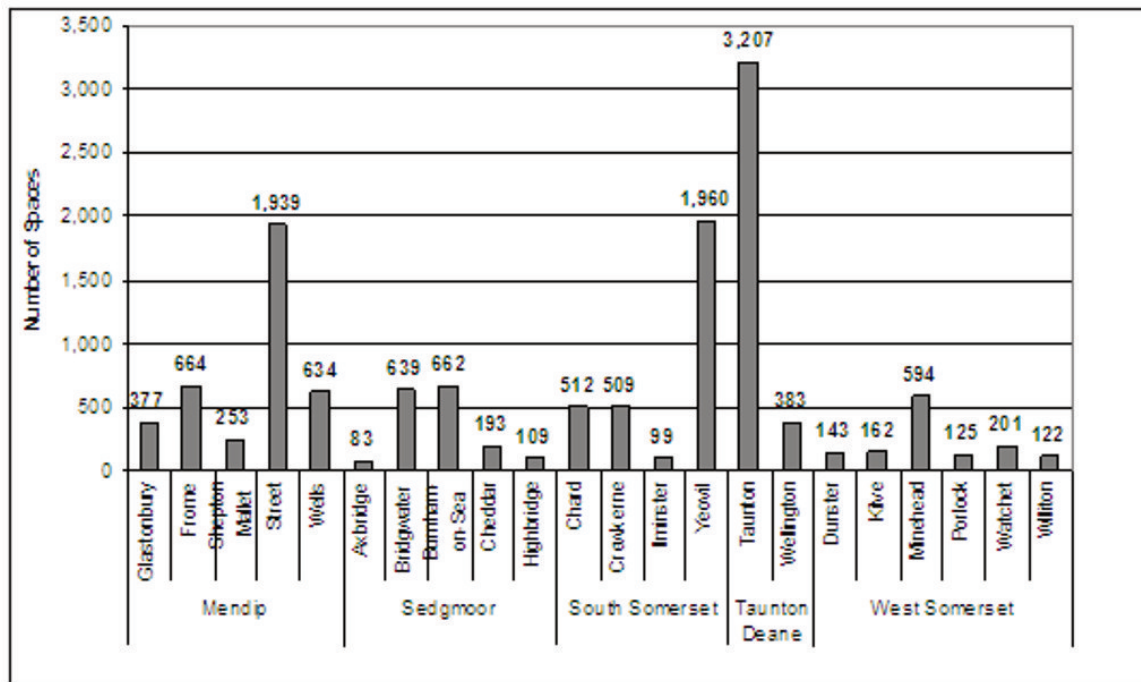


Figure 3.1: Public Off-Street Parking Provision in Somerset Towns

Source: District Councils (Dec 2010)

Many workers travel to and from work in the congested morning and evening peak hours, leaving their vehicle parked up for the entire day. People visiting our towns to shop generally travel outside of the peak hours, stay for shorter lengths of time than workers and often require easy access to their cars to drop off purchases in order to be able to continue shopping. Retailers generally believe that convenient parking for shoppers is key to the vitality and vibrancy of their town, although research has shown that this is not always the case, particularly in larger settlements<sup>(2)</sup>.

While it is recognised that many workers have no alternative to travelling by car, within town centres it is appropriate to reserve the “best” spaces for use by shorter stay shoppers (and other higher-value short stay users) to support the local retail economy, directing longer stay parking towards the edges of the town. Where alternative modes of transport are available for commuters, opportunities can exist to reduce the overall number of long stay spaces within the town. This can help to deliver regeneration sites and encourage more sustainable travel patterns. At the

2 DTLR, 2002, The Impact of Sustainable Transport Policies on the Travel Behaviour of Shoppers - Final Report. Available at: [www.ttr-ltd.com/downloads/pdf/newhorizons.pdf](http://www.ttr-ltd.com/downloads/pdf/newhorizons.pdf)

same time, an appropriate level of motorcycle parking spaces needs to be maintained in suitable locations. This may include providing long stay motorcycle parking in otherwise short stay car parks.

Figure 3.2 shows that the balance of long and short stay parking varies in different towns in 2010.

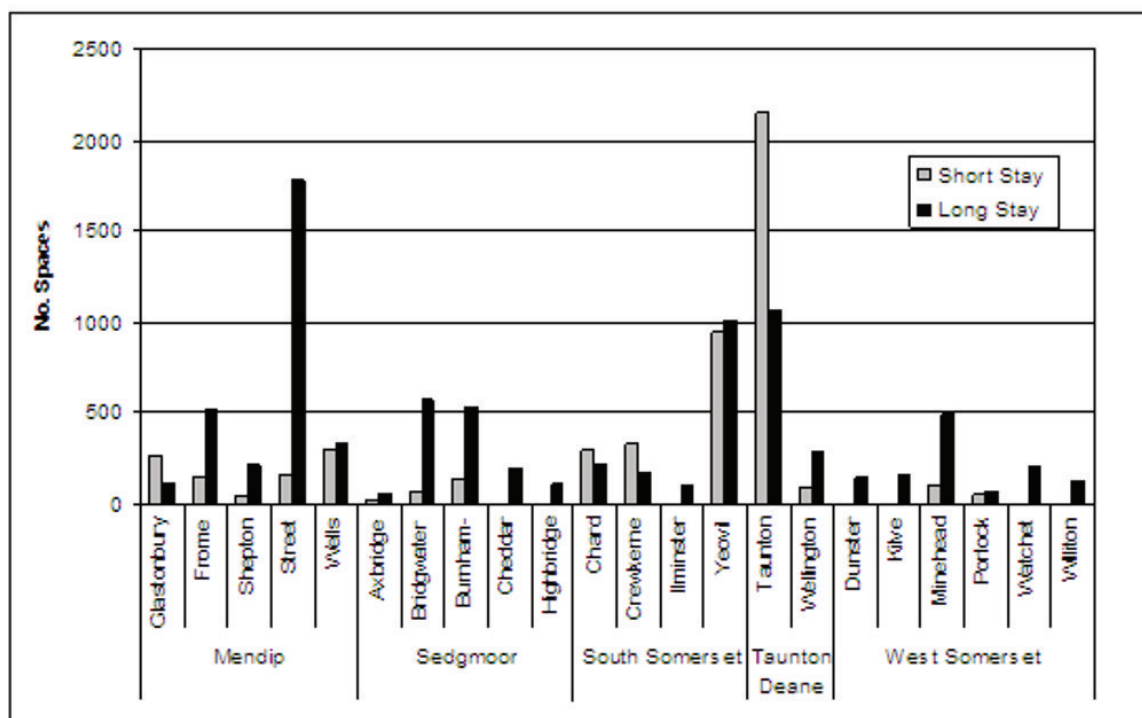


Figure 3.2: Provision of Long and Short Stay Parking in Somerset Towns

Source: District Councils (Dec 2010)

In principle, reducing opportunities for long-stay parking in town centres, raising charges and providing alternatives to the car can improve traffic congestion. These measures could, therefore, improve journey time reliability, reduce severance by limiting the number of vehicles entering town centres, have positive impacts on air quality, reduce CO<sub>2</sub> emissions and help improve the quality of centres. All these outcomes have been identified by a Strategic Environmental Assessment as benefits that the Parking Strategy can deliver. Furthermore, they are likely to be positive for the local economy. If more town centre parking is made available and/or charges are reduced and if alternative access opportunities are not provided, the detrimental effects of increased traffic can negate anticipated benefits to the retail sector.

However, because of its more rural nature and weaker public transport links, a restrictive parking policy is less realistic in Somerset than in neighbouring conurbations. This policy will therefore be applied chiefly in the larger urban areas in Somerset i.e. Taunton, Yeovil and Bridgwater. Market towns where demand for shoppers' parking spaces exceeds supply are also encouraged to adopt this policy.

Exceptions may be made for long stay parking at major tourist destinations, where visitors may spend significantly more time than shoppers in town centres and require the greater access afforded by long stay parking.

At the other extreme, in some areas it may be appropriate to consider more flexible parking regimes, for example short time slots that enable a high turnover. Appropriate information and signage will play an important part in maximising the effectiveness of any management strategies that are developed.

### **Policy PM3: Management of Publicly Owned Car Parks Policy**

In order to assist the continued viability of our town centres, where there are conflicts in demand for parking between commuters and shoppers, Somerset County Council will work with district councils to prioritise the use of town centre car parks for short stay parking for shoppers. Longer stay car parking will be directed to less centrally located car parks and park and ride sites, where appropriate.

### **Management of Publicly Owned Car Parks: Considered Options**

**PM3.1 Prioritise short stay parking on sites within an acceptable walking distance of shopping and commercial centres.** Short-stay parking is used principally by shoppers and the policy seeks to provide it in sufficient quantity to support the vitality of town centres. Restricting length of stay to a maximum of two or three hours encourages a higher turnover of spaces which allows more users to be accommodated per space. Such a policy normally increases revenue due to 'churn'. Care would be needed to prevent long stay users abusing such a system by using new technologies (such as 'RinGo') to remotely renew parking tickets in short stay car parks.

**PM3.2 Increase charges for long-stay parking in town centres.** In order to free up short stay spaces, commuters need to be encouraged to use long stay parking in more peripheral car parks, including park and ride sites. This can be achieved by setting town centre parking charges so that vehicles parking for longer than a few hours pay a much higher hourly rate. The policy is unlikely to increase peak hour traffic congestion as shoppers tend to travel during inter-peak periods when the road network is less busy.

**PM3.3 Limit or reduce the overall long-stay car parking provision in town centres.** Long-stay spaces are required for commuters who typically travel at peak periods when the road network is most congested and occupy parking spaces for the whole of the working day. There is a need to take account of the availability of alternative modes of transport when considering reducing commuter

parking but it is usually more practicable for commuters to use other transport modes since their journeys are in most cases to and from fixed locations. Limiting commuter car parking, reducing long stay spaces by relocating them away from central areas and/or increasing charges can therefore encourage more sustainable and healthier travel and help reduce congestion and the other negative impacts of traffic. Long-stay parking for motorcycles needs separate consideration. A more cautious approach would be to limit long-stay spaces to the existing provision in the face of future traffic growth.

**PM3.4 Reduce commuter parking where adequate sustainable transport alternatives exist.** Some town centres that are well served by buses and/or trains and have good walking and cycling connectivity may offer particular opportunities to make reductions in long-stay parking. In these locations commuters will be more able to find alternatives to parking in the town centre.

**PM3.5 Change the mix and balance of parking in towns.** At present Taunton, Chard and Crewkerne are the only towns in Somerset to provide more short stay parking than long stay and several towns provide no designated short stay parking at all. In Glastonbury the car parks are all designated short/long stay and have a single charging regime. The option to alter the balance will be required in some towns (for instance Yeovil) in order to achieve an optimum mixture of long and short stay parking and the charging regime that will best serve local interests.

**PM3.6 Relocate car parks to alleviate traffic flow problems.** This is a costly option which may be feasible where a range of objectives are met by the relocation.

**PM3.7 Develop intelligent guidance systems for car parks.** Where the demand for parking spaces within an area is approaching or exceeding supply, additional traffic may be generated by circulating vehicles seeking spaces. The use of variable message signs (VMS) can provide real time information and reduce this additional traffic.

**PM3.8 Encourage adequate provision for commercial vehicles in public car parks.** There are a number of private truck stop facilities and public facilities are provided by some district authorities. However, there is a perception that these are not well matched with demand and do not offer the facilities drivers need. This results in concerns over parking in inappropriate areas, particularly in residential areas around popular destinations for HGVs. Sufficient public HGV parking is important to support Somerset's businesses and minimise their impact on our communities.

### 3.3.4 Management of Public On-Street Parking

Somerset's Countywide Parking Strategy seeks to develop a framework where on-street parking is managed with appropriate methods of parking control. The control of on-street parking is required to ensure the appropriate use of space, efficient turnover, free-flowing traffic and highway safety. The proposal to extend Civil Parking Enforcement (CPE) across the whole of Somerset and the introduction of a central parking management team for on-street parking will help the County achieve these aims (CPE is fully discussed in section 3.3.6).

A key objective is to enable residents to find parking close to their homes but in reality a compromise between the needs of residents and the needs of business must often be sought. Within the more urban areas, in particular, there are competing demands for on-street parking between residents, visitors, shoppers, delivery vehicles and commuters. Furthermore, in busy localities where a variety of co-existing functions and associated movements take place, there will always be competition for parking space from different users. Depending on the dominant use of the area, it will be appropriate to prioritise the kerb side space to ensure that parking contributes to the most relevant local needs in that area. Within commercial areas, it will be more appropriate to encourage parking behaviour that supports the local economy. Within residential areas quality of life is an important consideration. Within all areas, it is important to consider the access requirements of people with mobility impairments, with on-street parking often being their preferred method of access.

Outside of Taunton, on-street car parking is often freely available, with no restrictions. This provides little incentive for people undertaking short journeys to consider alternatives to driving and can also reduce parking income to District Councils. Revenues secured from parking charges are very important in allowing district councils to deliver their services.

Limited waiting restrictions can be implemented to encourage the relocation of long-stay parking and to help ensure that short or medium stay parking is available on-street. Frequent monitoring is required to enforce the restrictions. Schemes where a charge is made for parking on-street can help to fund enforcement, with surplus revenue ring-fenced for transport improvements and maintenance. Traffic Regulation Orders (TROs) are used to tailor the parking supply to meet demand for long, medium, short and ultra-short stay at specific locations.

Residents' parking zones may be used to give priority to residents where parking by other road users would be inappropriate. These schemes are generally required near town centres where there are conflicting demands for parking space from residents, shoppers, commuters and commercial interests. Often, shared-use schemes are introduced with limited waiting and permit parking in order to reach an equitable solution. All resident schemes are subject to extensive consultation before the necessary TROs are made.



All priority parking schemes are introduced through TROs which are made by the local authority and are subject to detailed consultation as part of the legal process.

TROs are also introduced by local authorities to achieve wider policy objectives. For example, they can be used to restrict on-street parking in locations where parked vehicles would restrict the flow of traffic, particularly where parking causes problems for emergency services, thereby avoiding increased congestion and air quality problems. In certain areas where there are realistic alternatives to driving, restrictions to the permitted duration of stay, permit systems and/or application of charges to on-street spaces can help to encourage more sustainable travel patterns, particularly for shorter journeys.

#### **Policy PM4: Management of Public On-Street Parking Policy**

Where there is a high level of demand for on street parking, Somerset County Council will seek to prioritise the most appropriate use for that location. Within commercial centres, priority will be given to short stay customer and delivery parking. In residential areas, priority will be given to the access requirements of residents. Where a high level of enforcement is required because of the type of regulations, parking charges and permit fees will be used to help pay for administration, maintenance and enforcement. Electric car charging facilities are encouraged.

#### **Management of Public On-Street Parking: Considered Options**

**PM4.1 Reduce on-street parking provision in town centres.** One way of achieving a reduction in on-street parking in areas where there is pressure on public space is through schemes like the Taunton Town Centre Pedestrian Improvement Proposal. The proposal aims to increase the priority given to pedestrians, cyclists and public transport users in the centre of Taunton. Such schemes would help improve the quality of the public realm benefiting local businesses and reduce the negative impacts of transport by encouraging people to find alternatives to town centre parking. Careful consideration will be given to the access needs of delivery vehicles.

**PM4.2 Designate areas in town centres where parking is limited or permit controlled.** District councils should consider whether they wish to implement this option when developing their Core Strategies. The measure will help improve the quality of town centres by reducing the dominance of vehicular traffic and opening up the streets to pedestrians and cyclists. Fewer vehicles entering town centres will reduce severance and the unnecessary circulation of traffic. Careful consideration should be given to the access needs of delivery vehicles.

**PM4.3 Provide spaces for car clubs in residential areas.** Car clubs encourage people to use sustainable modes more often. They require convenient parking locations with a good customer catchment to function effectively. Where appropriate for the location, developers will be encouraged to provide car clubs as part of development proposals, together with designated parking spaces for the vehicles. Somerset County Council will also work with the district councils to provide spaces for car club vehicles within the public realm.

### 3.3.5 Management of Private Parking

Privately owned car parking (in supermarket or office car parks, for instance) are a big part of Somerset's parking stock. The principal way in which local authorities are able to influence private parking is through the planning process. This means that whilst there are opportunities to control parking in new developments there is little potential for extending influence over existing private car parks. An exception to this rule was created by the Transport Act 2000. The Act gave local authorities powers to introduce a Workplace Parking Levy, a charge on employers who provide workplace parking. Such a scheme requires good alternative means of transport to be in place, otherwise it is likely to raise revenue but unlikely to promote mode change. A Workplace Parking Levy is being implemented in Nottingham but, although the progress of the scheme will be closely watched, there are no plans to follow suit in Somerset.

In new developments the level of parking provision for all modes of transport is important in ensuring that the developments function effectively and that occupants are encouraged to adopt sustainable travel patterns. In Chapters 5 and 6, the Countywide Parking Strategy sets out parking standards applicable to every type of new development which aim to ensure that in the future adequate provision is made for cycles and motorcycles, as well as cars. When parking for freight vehicles is required on private development sites, we need to ensure an appropriate level of provision and facilities for drivers that avoids overspill onto the surrounding highway or other land.

For some new developments, it will be necessary to provide a certain amount of customer or visitor parking, which may be viewed by the general public as public car parking. For example, car parks provided by supermarkets and large shopping malls fall into this category. Within some areas of Somerset, this privately owned public parking can make up a significant proportion of the overall parking provision, with the potential to contribute to or undermine local policies. Because of the contribution parking makes to the functioning of town centre economies, it is important for privately owned public car parks to be managed in way that reflects the district or borough council car park management policies. If it doesn't, displacement is liable to occur, as it does at Tesco's car park in Yeovil, for example. It is expected that new car parks will meet industry standards for safety and security.

## Policy PM5: Management of Private Parking Policy

Where a new development includes proposals for the provision of publicly available car parking, there will be an expectation that a management plan will be secured for the car park, ensuring that the future operation of the car park (duration of stay, charging regime, security and enforcement) is aligned with the County and District's plans and other local considerations for car parking management in that area.

### Management of Private Parking: Considered Options

**PM5.1 Promote the shared use of car parks.** There is an untapped potential for sharing car parking facilities that are under-used during certain periods of the day, week or year. Residents' and employees' parking requirements are typically complementary, there being minimal overlap between the times of maximum parking demand of each group. Similarly, the requirements of shoppers and employees working a 'day shift' are the opposite of the parking needs of the night time economy. There is potential to identify car parks served by existing or enhanced bus routes that are mainly used during evenings and/or weekends (e.g. at a leisure venue) but which could be used in the week by commuters. An existing example is the car park belonging to Yeovil Town FC which is served by bus routes 1 and 11 and has potential as a 'park and bus' site during the week. Conversely workplace or educational parking during the week could be used by Saturday shoppers. This option encourages local planning authorities to actively seek and develop such opportunities and to consider providing incentives to increase shared use parking.

**PM5.2 Look for opportunities to work with employers and large retail outlets to influence the way they manage their parking provision.** This option includes exploring more rigorous enforcement of retail parking, by offering enforcement services in private car parks which might have a significant adverse impact on transport objectives if they are not regulated, for example. The County will need to work in partnership with retailers, such as supermarkets, to enforce length of stay or other parking restrictions in retail car parks. Preventing commuter parking and other abuses of such car parks, where there is evidence that this is occurring, can bring about benefits by raising legitimate parking revenues and better managing car trips into key areas.

**PM5.3 Enforce greater control over retail parking on the edges of Bridgwater town centre.** Imposing and enforcing restrictions on retail car parks on the edges of Bridgwater town centre would enable all of Bridgwater's town centre parking to be rationalised and better utilised. This could help to, reduce the level of traffic circulating in town centre (especially in the south of the town).

### 3.3.6 Parking Enforcement

Civil Parking Enforcement (CPE) means that local authorities are responsible for enforcing on-street parking controls instead of the police. These powers were introduced by the Road Traffic Act 1991. The key differences are:

- The majority of parking contraventions, including parking on yellow lines and the unauthorised use of parking bays, are no longer criminal offences;
- Local authorities enforce parking controls and keep the income from parking tickets – this money is used to pay for administration, maintenance and enforcement of traffic regulation orders, and any surplus can be used to improve local transport; and
- A different type of parking ticket, called a Penalty Charge Notice, has been introduced.

It is intended that the powers will enable local authorities to provide an integrated service, with common systems and procedures, for on-street and off-street parking enforcement that will deliver economies of scale. In Somerset CPE is currently applied only within Taunton Deane, where the County Council was granted CPE powers in 2001. Since the formal start of the CPE project in January 2009, Somerset County Council has been actively working to gain the support of the other district councils in order to extend these powers throughout Somerset. In Somerset districts where CPE is introduced the County Council will be responsible for the enforcement of on-street parking restrictions. In the other districts the County will remain responsible for the enforcement of on-street permitted parking places under the 1984 Traffic Regulation Act.

To make CPE attractive to district councils it must reduce their costs and displace cars parked in contravention of regulations into car parks, increasing their car park revenue, as seen in Taunton Deane when CPE was introduced in 2001. The County Council's on-street enforcement service has, therefore, been designed to provide a significant increase in the level of on-street enforcement. This would help to deliver the objectives of Somerset's Future Transport Plan, cover the service's costs and support additional investment in transport services.

These objectives will be supported by the expansion of CPE and the introduction of a central parking management team for on-street parking places. These initiatives are likely to involve new restrictions to improve road safety and to reduce inconsiderate parking that causes congestion. They are also likely to involve changes to resident parking schemes and the consideration of limited waiting or on-street pay parking in areas where parking is at a premium. CPE powers also allow the County Council to enforce bus lane contraventions. This is likely to be extended soon to other moving traffic offences, such as violations of yellow box junctions and one-way streets. Somerset County Council's Traffic Manager plans to use these powers to promote considerate driving and to help maintain the free flow of traffic.

Parking control is a tool for managing congestion and traffic growth. Parking regulations might include peak hour loading restrictions, on-street pay parking and resident or permit parking schemes. Under the CPE regime (see Somerset's Network Management Plan for full details), Civil Enforcement Officers patrol streets to ensure that vehicles are parked safely, legally and in accordance with any restrictions that apply. Where parked vehicles breach regulations, the enforcement officers may issue Penalty Charge Notices (PCN). Penalty charges collected from offenders come to local authorities and are used to fund the enforcement service. Any surplus generated by penalty charges and on-street pay parking charges can be used for investment in transport related schemes.

Automatic Number Plate Recognition (ANPR) enforcement systems use mobile or fixed cameras to automatically record the number plate of the vehicle breaching parking restrictions. They are linked into Driver and Vehicle Licensing Agency databases so that PCNs are automatically generated and sent to the registered address of the vehicle. They can reduce the administration costs of enforcement and can be used to enforce most parking restrictions where a vehicle is left in the wrong place, for example in bus lanes, loading bays or on double yellow lines etc. Mobile systems are often more efficient than fixed systems, as they can be used at different sites at different times of day, efficiently targeting the most problematic areas. Somerset County Council is currently considering a system that allows ANPR to be used in a residents' parking zone by holding a list of permitted registration numbers for residents' vehicles. This system could also solve the problem of permits for motorcycles.

Consideration will be given to the establishment of parking and drop-off exclusion zones around schools and the use of mobile ANPR enforcement, where local communities request this.

### **Policy PM6: Parking Enforcement Policy**

Under the Civil Parking Enforcement regime, Somerset County Council will enforce parking restrictions efficiently and effectively, making the best use of available powers and technology.

### **Parking Enforcement: Considered Options**

**PM6.1 Establish a list of priority schemes for funding from PCNs.** The Road Traffic Act 1991 makes it clear that surplus income generated by CPE must be used for local transport related initiatives after administration, maintenance and enforcement of traffic regulation orders have been paid for. A list of schemes on

which any surplus income could be spent would help answer questions from residents about what the local authority does with the revenue generated by PCNs.

**PM6.2 Employ available technology for enforcing offences such as parking on double yellow lines and bus lanes.** Where a technological solution can deliver greater benefits than a traditional solution, it will be sensible to pursue such an option. For example, restrictions on dangerous parking near schools could be enforced using mobile ANPR cameras, delivering considerable safety benefits. Financial implications are an obvious factor that will influence decisions about whether or not to adopt new technology.

**PM6.3 Make parking on pavements illegal and enforce under CPE powers.** As part of the CPE application SCC will be seeking the power to remove vehicles causing an obstruction, in consultation with Avon and Somerset Constabulary. This measure would have both safety and environmental benefits and improve conditions for pedestrians, particularly the partially sighted, wheelchair users and people with baby buggies or children. In some areas revenue will increase if displaced vehicles use car parks instead.

**PM6.4 Regular Blue Badge 'sweeps' for fraudulent use.** This option would involve a concentrated effort to make sure spaces provided for blue badge holders are only being used by the people who are entitled to do so. This can only apply to the legally enforceable bays for blue badge holders (see section 3.3.8) that are provided in town centres. Although abuse of the Blue Badge system is unfair to others, the benefits of a 'crack-down' are not likely to be felt in transport policy terms. SCC will support the national Blue Badge administration process, aimed at reducing the abuse of blue badges.

### 3.3.7 Parking Charges

At the moment the five districts have differing approaches to charging for use of public car parks and charges for on-street parking are only applied in a limited number of locations (Taunton, Yeovil, Minehead, and Burnham-on-Sea). Table 3.1 shows the priority parking schemes where charges are made for parking that are currently in place in the County. The County Council would like to have a consistent charging regime for on street resident parking schemes across Somerset.

**Table 3.1: Priority parking schemes where charges are made for parking in Somerset's Districts 2011**

<b>District</b>	<b>Priority Parking Schemes</b>
Mendip	No charging areas on-street
Sedgemoor	Approximately 800 pay and display spaces on the Esplanade, Burnham-on-Sea. This parking is subject to a charge during the months of April-September.
South Somerset	3 residents parking zones in and around the Yeovil area. On-street pay and display in Penn Hill and part of Salthouse Lane. One all day (i.e. long stay) tariff in place.
Taunton Deane	12 on-street parking metres and 3 Pay & Display machines in Taunton. (Includes 100 on-street short stay spaces in locations close to the town centre and approx. 65 long stay spaces on-street in Holway Avenue, Wilton Orchard and Victoria Gate.) There are also 11 resident parking zones in Taunton.
West Somerset	261 spaces with Pay & Display along Minehead seafront from golf course roundabout to quay west roundabout. About 100 residents' and temporary parking permits currently issued.

In order to encourage shoppers to travel to their closest retail centre, it is desirable to achieve some form of consistency in the level of car parking charges applied at similar centres. Introduction of a degree of standardisation in the charges made for both on-street and off-street parking across the districts will help avoid competition between locations. The alternative to consistency in charging is to continue to oblige some neighbouring towns to try to compete for car-borne shoppers by keeping their parking prices low. This undermines the effectiveness with which parking charges can be used as a demand management tool.

The use of spaces can be prioritised or reallocated by restricting how long vehicles are permitted to stay or by developing a pricing structure that discourages long stay use. However, it is important to consider the strength of the town centre economy and the relative attractiveness of neighbouring centres in particular, when devising a charging regime.

Figure 3.3 shows the current average charges levied for parking all day in the larger Somerset towns. In most cases all day parking spaces are exclusively provided in designated long stay car parks and a maximum length of stay (which is usually less than four hours) is enforced in short stay car parks. In Glastonbury, Shepton Mallet, Street, Chard, Yeovil and Taunton all day parking is permitted in some or all short stay car parks. Where it is permitted, the average charge for all day parking in short stay car parks is also shown in Figure 3.3.

Chapter three - development of the parking strategy

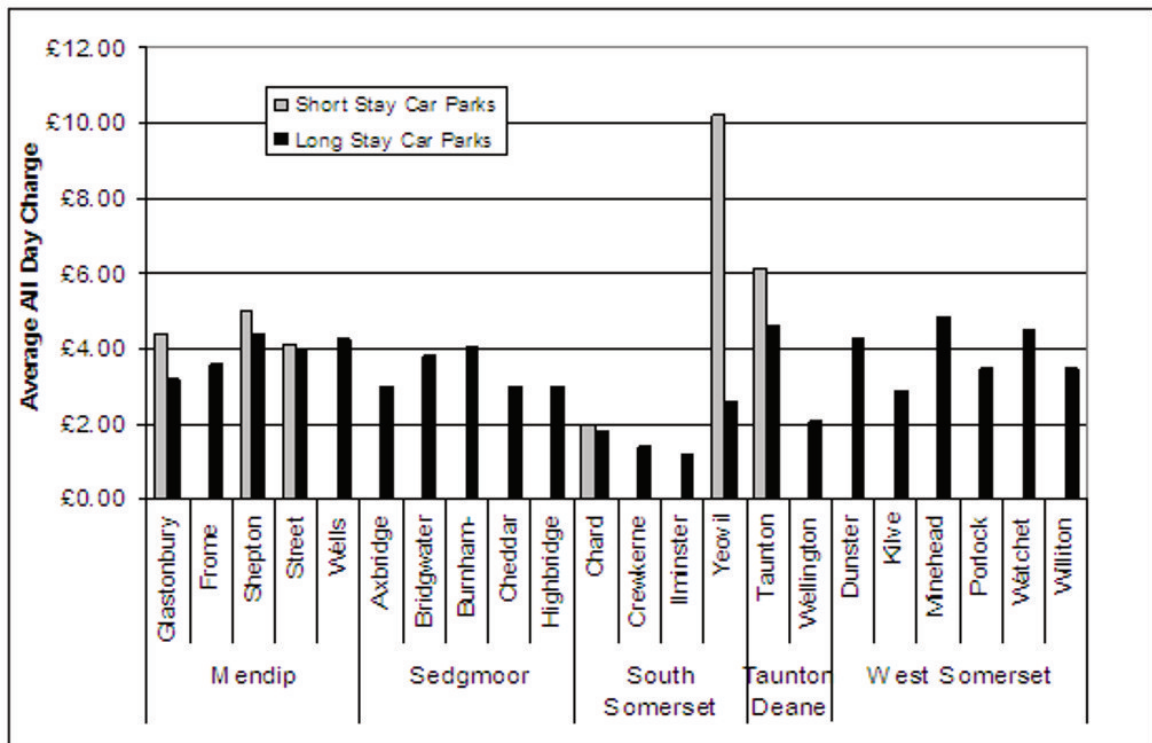


Figure 3.3: Long Stay Parking Charges in Somerset Towns

Source: District Councils (Dec 2010)

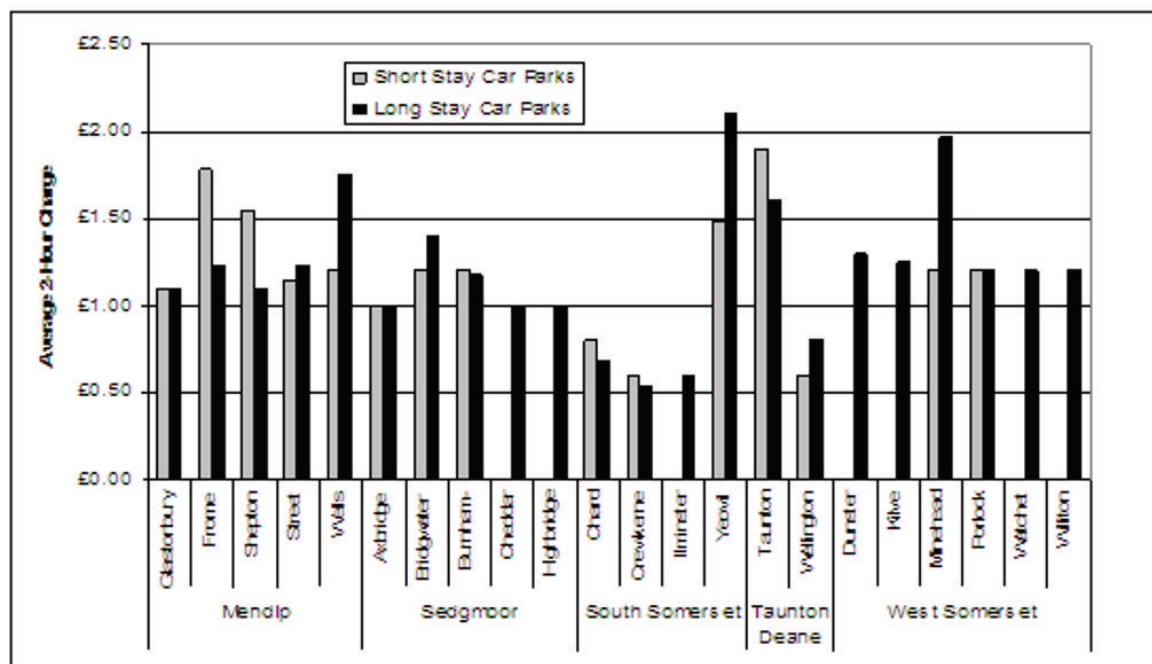


Figure 3.4: Short Stay Parking Charges in Somerset Towns

Source: District Councils (Dec 2010)



Figure 3.3 shows the variation of charges for all day parking in towns across Somerset and Figure 3.4 shows the variation in charges for two hours' parking. In some towns it can be cheaper to park for two hours in a long stay car park than a designated shoppers' car park. Usually there are other factors, such as distance from the shopping centre, that also determine the price.

Charging regimes for motorcyclists also lack consistency. Most districts in Somerset, including Taunton Deane, West Somerset and South Somerset, provide some free parking areas for motorbikes in car parks. Where bikes take up parking bays designated for cars they may have to pay for and display a ticket. A clear statement of the charging policy, pricing structure and method of payment is required at each site.

More sustainable travel choices can be encouraged through the types of charging regimes adopted. The policy on parking charges encourages charging regimes that reflect the availability of more sustainable travel modes in the local area. However when setting prices the district authorities will need to be aware that limiting commuter car parking could reduce access to the employment market in the more rural areas of Somerset. Some UK authorities are progressing alternative charging regimes, such as the implementation of workplace charging or emission based charging. While such management measures are not currently proposed within Somerset, the County Council will keep these measures under review to ensure that it is managing its transport networks in the most efficient way.

Parking charges should be reviewed from time to time to reflect changes in the variables that help determine them (e.g. access to facilities, traffic conditions, availability of sustainable modes, environmental conditions etc). In particular this need will occur if major transport improvements are implemented or public transport services reduced.

Policy PM7 on parking charges supports the car park management and sustainability policies (PM2 and PM3) in seeking to discourage commuting by car while protecting the vitality of town centres.

### **Policy PM7: Parking Charges Policy**

In order to promote more sustainable travel patterns and reduce wasteful competition, Somerset County Council will work with the operators of public and private car parks to ensure a reasonable level of consistency in the charging regimes applied across the county. Charges will aim to reflect local economic and environmental conditions, availability of other modes of transport, the convenience and capacity of local car parks, traffic conditions and the availability of retail, health & leisure facilities.

### **Parking Charges: Considered Options**

**PM7.1 Decrease town centre parking charges (for both long and short stay parking).** This option should be considered carefully as, although it might appear at first sight to support retail viability, it will work against other transport policy measures designed to reduce town centre congestion and CO2 emissions by encouraging the use of cars for short trips and removing incentives to find alternatives to town centre parking. The extent to which retail viability depends on the quality of the town centre environment will play a part in reaching a balanced decision on parking charges.

**PM7.2 Increase town centre parking charges in real terms (for both long and short stay parking).** This option should also be given careful consideration. Although it is likely to persuade some drivers not to drive into town centres it could damage retail viability and have a detrimental effect on district authority income. The option becomes more viable when supported by public transport investment and/or park and ride.

**PM7.3 Devise financial incentive schemes to encourage low emission vehicles.** This might include free parking permits for electric vehicles and reductions in parking charges for low emission vehicles. Conversely higher charges could be levied on vehicles that use more fuel and more parking space. Another option is 'carbon-metered parking' which automatically links parking charges to the carbon dioxide (CO2) emissions of the vehicle being parked. Where carbon-metered parking is offered, someone using a more environmentally-friendly vehicle would be charged less for their parking. Those driving vehicles with higher emissions usually pay more.

**PM7.4 Introduce charging on a voluntary basis for rural visitor car parks.** This option will assist in funding the maintenance and upkeep of these car parks, although in the case of privately owned existing car parks the final decision will be made by the owner of the property. For a new development this measure can be encouraged in a Travel Plan, where applicable.

**PM7.5 Ensure charges for on-street pay parking places do not compete with nearby car park charges.** Charges for on-street parking should be the same as charges in car parks, or slightly higher, in order to ensure that car parks are fully utilised.

### **3.3.8 Blue Badge Parking**

Many people with restricted mobility are unable to access essential facilities except by car. It is important to ensure that the parking strategy adequately recognises this dependence and caters for this group.

The Blue Badge Scheme is mainly for people with severe walking difficulties who travel as drivers or passengers. People who have blue badges can park close to their destination on-street and in some car parks. Legally enforceable bays for blue badge holders are provided in town centres. In residential areas such bays are usually advisory.

Figure 3.5 shows the number of off street long and short stay spaces allocated to Blue Badge holders in public car parks in Mendip, South Somerset, Taunton Deane and West Somerset districts. (No data was available for Sedgemoor).

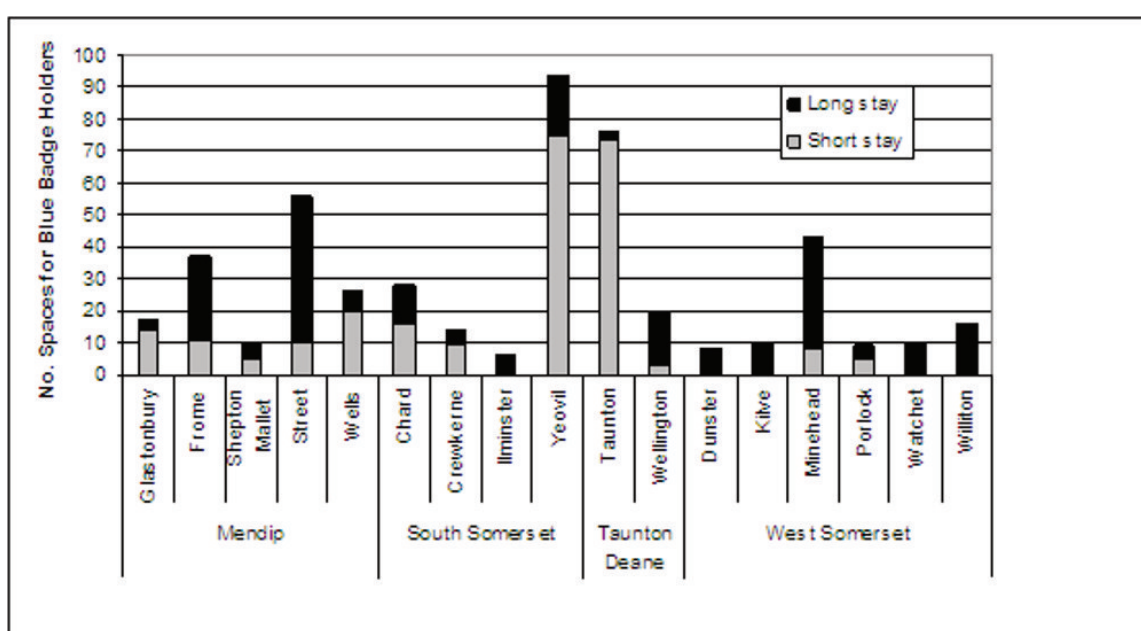


Figure 3.5: Off-Street Parking Provision for Blue Badge Holders in Mendip, South Somerset, Taunton Deane and West Somerset.

Source: District Councils (Dec 2010)

The proportion of Blue Badge spaces in public car parks varies from 2% in Taunton to 13% in Williton. For comparison purposes, the previous Somerset parking standards for private developments specified that a minimum of 5% of total capacity should be provided for people with disabilities. South Somerset District Council, who completed a DDA assessment of car parks in 2005, work to guidance of 6% designated disabled bays in off street car parks.

Somerset's Parking Strategy aims to ensure that people whose disabilities qualify them for the Blue Badge scheme are able to find convenient car parking spaces. This includes parking at home, when visiting friends and relations and at key destinations such as shopping centres, employment sites, hospitals, schools, colleges and leisure facilities.

### **Policy PM8: Blue Badge Parking Policy**

Somerset County Council will promote improved access for Blue Badge holders through the provision of designated on-street spaces and by working with the owners of off-street car parks to ensure that well designed spaces are provided.

#### **3.3.9 Resident–Friendly Parking Measures**

Research<sup>(3)</sup> has shown that the most common reason for implementing a priority parking scheme is the need to address residential parking difficulties, particularly where residents complain they cannot park close to their houses due to shopper or commuter parking. Residents-only parking zones are, therefore, introduced in areas where there is a strong demand from commuters to park on residential streets and the parking available for residents is limited. Within these zones, householders are able to apply for permits to park on-street during certain times of the day when only residents are permitted to park. Schemes are managed with various types of permit, depending on local conditions. These may include resident permits, visitor permits or permits for caring professionals (e.g. doctors and nurses)<sup>(4)</sup>.

All permits carry a fee which reflects the cost of administration, maintenance and enforcement of the regulations. The position of motorcycles with respect to residents' parking schemes requires clarification as permits cannot easily be displayed on motorcycles.

Residents' parking schemes fall into two categories: those used to displace inappropriate parking by non-residents and those used to ration parking availability, where there are potentially more residents' vehicles than space on the street. The rules and operating hours for these schemes can be quite different, depending on the issues to be addressed. None of the schemes can guarantee a resident a space.

Where the need for a new residential parking zone is identified, work will initially be undertaken to consider whether the scheme is justified in the context of wider local objectives and has sufficient support from the local community to proceed. Issues to consider will include whether residents are unable to park near their home due parking congestion in the area, safety issues as well as any other local factors that may be identified. If the scheme is justified, the details of how it operates will be established through consultation with the local community, prior to implementation.

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3 Zonal Waiting Restriction Signing (A Pyman and M Pickett, TRL Limited, 2003)

4 Business permits are also possible, but careful consideration needs to be given as to whether such initiatives are compatible with other areas of transport policy, including reducing reliance on the private car for travel to work. Business permits are not normally used in Somerset.

Disadvantages of residents' parking schemes include the displacement of parked vehicles to nearby uncontrolled roads and the fact that permit holders are not guaranteed a parking space. Another common difficulty is caused by the restricted status of visitor parking. During the hours when controls are in force, a visitor must park elsewhere or display a visitor permit. Residents must, therefore, weigh the benefits of better parking management in their area against the potential costs of increased parking restriction.

### **Policy PM9: Resident-Friendly Parking Measures Policy**

Within residential areas that have limited off-street parking for residents and clear conflicts between resident and commuter parking, measures to manage on-street parking will be considered at the request of residents.

#### **Resident-Friendly Parking Measures: Considered Options**

**PM9.1 Facilitate the introduction of priority parking schemes, including residents' parking where appropriate.** It is recommended that implementation of priority parking schemes, including residents' permit parking where appropriate, are considered in areas where high parking demand may be causing difficulties for residents or other parking problems. Such schemes will have some positive impacts on congestion in town centres and therefore journey time reliability and air pollution. There can be negative and/or positive impacts on townscape or heritage sites which will need to be taken into consideration.

**PM9.2 Encourage extensions of parking schemes where appropriate.** This option is recommended for the same reasons as option PM6.1.

#### **3.3.10 Reducing Anti-Social Parking**

Where demand for parking exceeds the number of spaces available, there can be a tendency for people to park anti-socially or illegally. For example, parking on a footway is not an offence in itself (although driving on it is), but this type of anti-social behaviour can obstruct the passage for pedestrians, wheel chair users and mobility scooters forcing them into the road. If pedestrians and other legitimate users are prevented from moving freely on the footway, the police may issue a Fixed Penalty Notice to the vehicles causing the obstruction. Also, footways are designed and constructed to take the weight of pedestrians and other legitimate users and the excess weight of a car or goods vehicle can damage them.

These problems can be tackled by introducing regulations that ban anti-social parking. However, it is preferable to achieve improved behaviour and compliance using existing regulations without resorting to harsher measures whenever possible. One of the

options being considered by Somerset County Council is the development of a parking information webpage, which will provide the public with information about parking restrictions and the problems that anti-social parking can cause.

### **Policy PM10: Reducing Anti-Social Parking Policy**

Where problems of anti-social parking and patterns of non-compliance with traffic regulations become evident, Somerset County Council will in the first instance seek to encourage greater compliance through awareness raising and education measures.

### **Reducing Anti-Social Parking: Considered Options**

#### **PM10.1 Implement parking and drop-off exclusion zones around schools.**

Parking activities at the school gate at the start and end of the school day often breach parking restrictions, causing safety problems and inconvenience for other users of the highway. Imposing restrictions on parked cars and short-term waiting for those dropping off or collecting school pupils could be considered in certain locations outside schools where there would be clear safety benefits. The restrictions would be applied at school start and end times. As the great majority of schools in Somerset now have Travel Plans these could be used to help identify schools where this solution might be appropriate.

#### **PM10.2 Provide a parking information webpage and guide.**

This idea could be a useful component of residential travel plans.

## **3.4 Parking provision**

The amount of parking provided in developments affects us all. It influences where we go and how we travel there. Too much parking wastes land that could be used for other purposes and makes places inefficient in land use terms. Too little parking leads people to park in inappropriate places, making our streets more dangerous, cluttered and congested. It can also put people off going to certain places damaging local businesses or prevent people from cycling.

This section sets out the policies we have developed to help make sure Somerset has the right amount of parking spaces. Section 3.4.1 explains how we will use standards to achieve this and Sections 3.4.2 and 3.4.3 introduce our policy on residential and non-residential parking. Sections 3.4.4 – 3.4.6 set out our policy on specific types of parking: tourism and visitor parking, park and ride and parking at public transport interchanges.

### 3.4.1 Countywide Parking Standards

The level of parking provision for all modes of transport in new developments is important in ensuring that the developments function effectively and that occupants are encouraged to adopt sustainable travel patterns. The County Council, in consultation with the district and borough councils in Somerset, has reviewed and revised its parking standards to meet these needs and ensure that they are aligned with both the latest national guidance and local aspirations. Chapters Five and Six explain how we completed this review and the standards we developed as a result. Parking provision policies will be implemented within a three tier zoning framework based on a division of the County into three types of settlement (see Chapter 4: Zoning). Zoning has enabled us to devise parking standards that are more flexible than previously but can be applied across the county with some consistency. It is expected that this will encourage Local Planning Authorities (LPAs) to adopt and implement the Countywide Parking Standards in their local areas.

The Parking Strategy sets out clear car parking standards applicable to every type of development. The standards include a minimum requirement for the number of spaces to be set aside specifically for disabled users at every new development. We will also require these spaces to be located as conveniently as possible for access to the relevant buildings. The strategy will also specify design standards that enable wheelchair users to get in and out of their cars comfortably. These standards are set out in Part 2.

Parking at new development sites needs to strike an appropriate balance between the efficient use of land, good design, support for sustainable modes of transport and discouraging anti-social parking. Spare parking capacity close to a development site, for instance on-street, in an adjacent car-park or utilising park and ride sites, may provide opportunities for the shared use of parking facilities in order to reduce the amount of space required within the site.

Travel Planning will be crucial in supporting the implementation of Countywide Parking Standards. Information relating to travel plan requirements is contained within the County Council's Manual for Travel Plans.

#### **Policy PP1: Countywide Parking Standards Policy**

Somerset County Council will work with the Local Planning Authorities to ensure that the levels and design of parking provided at new developments are in accordance with revised Countywide Parking Standards, which include the minimum requirements for disabled car parking that developers will be expected to provide in new developments. Where it is appropriate for a development to make use of existing off-site parking facilities this will be encouraged, subject to negotiation with the County Council and, if required, third-party operators.

### Countywide Parking Standards: Considered Options

**PP1.1 Provide a parking standards calculator for residential and non-residential parking provision.** The purpose of this option is to assist developers by providing a spreadsheet into which details of a proposed development can be entered. The output is the number of parking spaces that should be provided. An all-purpose spreadsheet would need to be able to manage minimum and optimum standards as well as the wide range of criteria that determine allocations in different types of development. In practice, manual calculations that easily reflect the characteristics of individual developments may actually be simpler, more transparent and more flexible. Therefore, a spreadsheet calculator might be most useful if it were limited to large residential development.

**PP1.2 Develop detailed design standards.** This option will ensure developers have detailed guidance on the design and location of parking provision (of all types) in new developments. This would help achieve our objective of high design standards and efficient land use.

### 3.4.2 Residential Parking Standards

Car parking provided at people's homes often consists of private, off-road spaces within the curtilage of the dwelling, which are available for use only by the occupants of the dwelling and their visitors. It can include facilities such as car ports, garages and driveways. Private off-road parking is also often available in communal parking areas, where spaces are either allocated to individual dwellings or available to occupants on a 'first come, first served' basis. Public on-street parking is usually available to residents, visitors and other drivers, also on a 'first come, first served' basis. Occasionally, residential parking is available in public or privately operated off-road car parks.

The countywide residential parking standards have been developed to take into account the different methods of providing residential car parking, and offer guidance on the number of spaces required per dwelling, in order to meet the parking needs of both current and future occupants. Optimum standards are given, rather than maximum or minimum, in accordance with the National Planning Policy Framework.<sup>(5)</sup> It is recognised that under-provision of parking space can sometimes lead to anti-social behaviour and over-provision can discourage take up of sustainable modes, as well as being an inefficient use of land. Developers will be allowed maximum flexibility in designing the required provision into their sites.

Cycle parking within residential areas often takes the form of ad-hoc private opportunities that are created by the occupants of the dwelling such as sheds, hallways, spare rooms, garages and gardens. Designated cycle parking areas that

5 [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/60777/2116950.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/60777/2116950.pdf).



are either allocated to individual properties or provided on a communal basis are sometimes available within residential areas. Public cycle parking facilities are rarely available within residential areas, with railings, trees and other street furniture often used to secure bicycles.

The current method of providing residential cycle parking does little to encourage bicycle ownership or use. Within newer housing, storage space is often severely limited, reducing the options for retrospectively installing ad-hoc cycle parking. Minimum standards for residents' cycle parking are provided with the understanding that the space is unlikely to be wasted if occupants choose not to use it for cycle storage.

Residential parking arrangements for motorcycles are normally provided in a similar manner to car parking arrangements, usually without the needs of motorcyclists being formally considered. Our standards need to make sure their needs are properly considered. The residential parking standards cover the requirements for cycles, motorcycles, cars and blue badge users.

### **Policy PP2: Residential Parking Standards Policy**

Residential standards have been developed to ensure that car, cycle and motorcycle parking provided for new homes is sufficient to meet the needs of both current and future occupiers (including 16 amp charging points, or any future standardised equipment, for electric cars), whilst avoiding over-provision. Flexibility of Countywide Standards will be considered where they are justified by fully funded Travel Plan measures including parking management. New residential developments will be designed and located to encourage sustainable transport choices. Unallocated parking areas will be incorporated to meet the needs of visitors and appropriate shared use parking arrangements considered.

### **Residential Parking Standards: Considered Options**

**PP2.1 Ensure cycle parking in new residential development is secure and covered.** Minimum cycle parking standards are likely to be ineffective if the facilities provided are not sufficiently secure and weather-proof. However, really high security levels may be unachievable, particularly in developments such as blocks of flats where cycle parking facilities are likely to be communal. Good design, ample lighting and choice of location can improve security and LPAs can actively encourage both. Developers can also be made aware of the modern space saving cycle storage systems that are available. Protection from the elements is also a necessity to encourage cycle ownership and increase the take up of healthy sustainable modes.

**PP2.2 Agree minimum residential parking standards for motorcycles.** This option supports the inclusion of independent minimum motorcycle parking standards for residential development in the Countywide Parking Strategy. The alternative is to specify motorcycle parking as a percentage of car parking which means that where car parking is restricted motorcycle parking is also constrained. A more flexible policy would be achieved by breaking the link between the two modes, however, this would require a lot of data to develop a robust standard.

**PP2.3 Encourage the provision of unallocated car parking for residents.** The provision of unallocated spaces as part of the overall parking supply encourages better urban design and makes more efficient use of land than providing only allocated spaces. Providing the average number of spaces required in allocated bays can lead to some households having empty parking spaces and others looking to park additional vehicles elsewhere. In addition, well designed and located unallocated spaces can provide a psychological incentive to adopt more sustainable travel patterns.

**PP2.4 Promote car clubs through travel planning.** Car clubs, where vehicles are shared by members, reduce car ownership and therefore result in lower demand for parking spaces. Car clubs should be included in Travel Plans where appropriate for the location. To make these clubs viable, links may need to be made with neighbouring development. Information is available from Carplus, the national charity promoting responsible car use. (<http://www.carplus.org.uk/>)

**PP2.5 In development that is based on 'EcoTown' principles, provide parking that meets 'EcoTown' criteria.** Such development might include car-free areas that are designed around travel by non-car means and have limited parking separated from the residential areas. Car clubs will also be part of 'eco' planning. Positive parking controls should be established.

### 3.4.3 Non-Residential Parking Standards

Car parking for non-residential land uses is often provided through private, off-road spaces that are controlled by the organisation that uses them. Spaces are allocated to visitors and individual employees, or taken on a 'first come first served' basis or some combination of these methods. Additionally, employees and visitors to the premises often park in public and privately owned off-road public car parks or on-street. Parking within the site is commonly provided at no cost to the employee or visitor (as is often the case for on-street parking), but external off-road parking is usually provided at a cost. Motorcycle parking is generally provided in a similar manner to car parking.

Cycle parking at employment sites may be made available in a designated communal area, with facilities for staff often separate to those for visitors. The quality of cycle parking varies hugely between developments and is often well below the equivalent standard for the car. Visitor parking is frequently left to the ad-hoc opportunities provided by street furniture.

Somerset County Council has developed optimum non-residential parking standards for car parking provision to ensure that new developments strike a balance between use of land and the promotion of sustainable travel choices, in line with national guidance. In practice, there is a huge variation in the number of spaces used by apparently similar developments and it is recognised that greater flexibility to cover local circumstances may be required within the non-residential standards. Minimum standards for cycle parking, which must be well-located, safe, secure and dry (as set out in Chapter Seven), are provided to remove one of the barriers that stops people from cycling.

The County Council will expect to see the evidence for departures from optimum car parking standards provided within the Transport Assessment or Transport Statement accompanying development proposals. A robust Travel Plan will be required to demonstrate how reductions in parking demand will be achieved where provision above or below the optimum levels is proposed. Appropriate levels of monitoring are required to be undertaken, often using automatic traffic counters at the site's accesses. This monitoring information will be used to review and revise the parking standards as required.

### **Policy PP3: Non-Residential Parking Standards Policy**

Optimum car standards, optimum motorcycle standards and minimum cycle and blue badge parking standards have been developed for non-residential use classes. Departures from these standards will be considered where the Transport Assessment/Statement for the proposed development provides sufficiently robust evidence to justify the departure and where a fully funded Travel Plan is secured, supported by comprehensive monitoring of parking activity.

### **Non-Residential Parking Standards: Considered Options**

**PP3.1 Encourage the use of shared parking (i.e. shared between different elements of a development).** For mixed developments it will be appropriate to consider whether parking provision can be shared between the different uses on a site to reduce the overall parking land take. This is likely to result in less parking land take than if elements are considered separately but may result in an increase over the standard for an individual land use. Reduced parking standards will be more favourably viewed when implementation is innovative, as in the case of shared parking arrangements.

**PP3.2 Provide 16 amp charging points** (or any future standardised equipment) **for electric cars in all non-residential developments.** Making electric car charging facilities more common on non-residential sites will help the public reduce its anxieties about batteries running down and the take-up of electric cars will increase.

**PP3.3 Offer preferential parking spaces for disabled parkers and car sharers and/or electric vehicles where appropriate.** The most sought after parking spaces on non-residential developments are usually those closest to building entrances. These can be allocated both to disabled drivers on the basis of need and to car sharers and drivers of electric vehicles on the basis of reducing congestion and carbon emissions. It is anticipated that Smartcard technology could be used for the management of this option at larger sites.

#### **3.4.4 Tourism and Visitor Parking**

Where there are high levels of demand for vehicular access to a particular location, such as in town centres or at tourist attractions, the levels of traffic generated may lead to local or widespread congestion and accompanying air quality problems. There may also be insufficient space to physically accommodate the number of cars wishing to park. Unfortunately increased visitor parking could increase congestion and reduce the accessibility of rural areas, as well as adversely impacting on the landscape. Local authorities and managers of attractions will therefore normally seek to reduce parking demand with measures that encourage tourists to use alternative modes of access to the private car. Where tourist demand is low and sufficient spaces can be provided without generating congestion or air quality problems car park provision should continue to take tourists' needs into account.

For most tourist destinations, it will be appropriate to encourage coach travel to the destination, as a way of accommodating visitor numbers while reducing overall parking demand. Appropriate pick up and set down facilities will be required, along with suitable layover spaces for coaches within or in the vicinity of the site. In addition, the use of motor-homes as both accommodation and main mode of transport is common in tourist destinations and these vehicles require larger spaces.

#### **Policy PP4: Tourism and Visitor Parking Policy**

Where specific destinations attract high volumes of visitors, Somerset County Council will work with the managers of the destination sites to reduce the demand for excessive car parking. The availability of coach and motor-home parking and pick-up/set-down opportunities will be kept under review as demand changes.

### **Tourism and Visitor Parking Policy: Considered Options**

**PP4.1 Identify opportunities for small scale park and ride schemes at sensitive rural attractions.** There will be a few locations where a small scale park and ride will be a highly feasible solution to the problem of accessing a tourist attraction. A shuttle bus service will transfer car-borne visitors back and forth between a suitable car parking area and the attraction.

**PP4.2 Review signing of car parks at tourist attractions.** Good signing to car parks is a great benefit to visitors, coach drivers and the tourist industry.

### **3.4.5 Park and Ride Sites**

Park and ride services provide a method of reducing traffic impacts on sensitive areas, whereby parking facilities are located away from the sensitive area and linked to the destination with frequent bus services.

In larger towns, where central car parks offer potentially valuable regeneration sites, it may be appropriate to replace them with park and ride sites on the edges of the town, provided that the level of demand can demonstrate that services will be viable. Consideration will be given to the expansion of park and ride sites in Taunton and the provision of new sites in Bridgwater, Taunton and Yeovil in association with development proposals for these towns.

### **Policy PP5: Park and Ride Sites Policy**

The provision of park and ride sites will be considered where there is a need to reduce the impacts of traffic on congested radial routes into town centres, at sensitive visitor attractions and/or where it is required to relocate commuter parking to edge of town locations.

### **Park and Ride Sites Policy: Considered Options**

**PP5.1 Identify opportunities for 'park and go' schemes.** 'Park and go' schemes differ from traditional park and ride as they enable the use of other modes, e.g. pool bikes and enhanced existing bus routes, rather than requiring dedicated bus services to be created. This can reduce the implementation costs and make a business case viable where a traditional park and ride would be marginal. There may be some potential for 'park and go' schemes to operate on a part-time basis where shared use parking can alleviate demand at peak times. For example, in Norwich sites at schools are used on Saturdays.

### 3.4.6 Parking at Public Transport Interchanges

For longer journeys, trains and coaches can provide an attractive alternative to the car. However, for many Somerset residents, a car journey is the only way of getting to their nearest station. If parking provision at stations is restricted, travellers are more likely to undertake the entire journey by car and it will, therefore, be appropriate to consider most plans to increase car parking at stations favourably. However, in urban areas particularly, this could mean that increases in rail or coach demand lead to greater peak hour traffic congestion. Consideration will need to be given to the local traffic impacts associated with additional parking and how the management of spaces ties in with local policies. Somerset County Council will work with train and coach operators where appropriate opportunities are identified.

A combination of train and bicycle is a convenient and popular means of travel that particularly suits journeys between urban areas, including regular journeys to work. However, the capacity for carrying bicycles on trains is limited and for many commuters parking a bicycle at one or both ends of the train journey offers the best solution. Consequently, the demand for cycle parking at railway stations is often high and proposals to increase cycle parking provision will be encouraged. There is also a similar but much lower demand for cycle parking at bus stations.

#### Policy PP6: Parking at Public Transport Interchanges Policy

Provision of increased bicycle parking at bus and train stations will be encouraged. Additional customer car parking will be viewed favourably, provided that its management is aligned with relevant parking and traffic management policies for the area.

#### Parking at Public Transport Interchanges Policy: Considered Options

**PP6.1 Provide extra car parking at stations through Travel Plans to accommodate new demand from development.** If a new development creates extra demand for rail travel and therefore more car parking spaces are required at a station, evidence, mitigation and funding mechanisms should be set out at the planning application stage in a Transport Assessment and Travel Plan. This option will ensure that the traffic impacts of extensions to station car parks are acceptable.

**PP6.2 Provide extra cycle parking at stations.** New development that creates extra demand for rail travel should assess whether sufficient cycle parking of adequate quality is available at the relevant stations at the planning application stage. A Transport Assessment and Travel Plan should include any required mitigation and funding mechanisms.

### 3.5 Putting our policies into action

The previous sections developed a range of policies designed to improve the way parking works for Somerset. Some of these will be put into action using the standards developed in Part Two of this Strategy or by informing our response to proposed developments. However, there are a number of things that we could do to put other policies into action; these options were introduced in the grey boxes above. Not all of these options would perform in the same way and we have to make the most of the resources available to us. Therefore, it was important that we considered which of these options offer the best value.

Somerset County Council has developed an appraisal process, using established best practice, to assess the extent to which different options from Somerset's transport strategies would achieve the objectives of the Future Transport Plan. In this process individual interventions are scored against a number of criteria to identify the measures that will meet the needs of our communities in a way that offers the best value for money. This process has been used to evaluate how well different options for putting the policies outlined above into action would support the Future Transport Plan's goals. The full appraisal can be viewed in Appendix A of this document.

Table 3.3 shows a summary of the results of this appraisal process. The results show which options would offer the best value ways of putting our policies into action. This will help us prioritise which options we should aim to implement first to help support our policies. The best value options are listed first. The highest value options, which scored 20 or more, are shaded in dark grey. Medium value options, which scored between 15 and 20, are shaded in a lighter grey. Other options with lower scores are un-shaded.

This is an initial assessment providing indicative scores that allow a broad ranking of the strategic options. However, it does not consider the funding that might or might not become available or the links between different options or policies. There may be expensive high value options that we are not able to invest in. Equally, some options which offer less value on their own may be implemented because they are vital to delivering other options. Examples of where this may emerge to be the case are those options like PM1.3, PM3.3 or PP6.2 which support the delivery of other options or strategies. Therefore, the final implementation programme will have to take account of these scores but also include other factors in deciding how to put the policies set out above into action.

## Chapter three - development of the parking strategy

Option	Description	Score
PM4.1	Reduce on-street parking provision in town centres	26.8
PP2.5	In development that is based on 'Eco Town' principles, provide parking that meets 'Eco Town' criteria	26.3
PM3.4	Reduce commuter parking where adequate sustainable transport alternatives exist	22.6
PM6.3	Make parking on pavements illegal and enforce under CPE powers	22.3
PM2.1	Increase cycle parking provision	22.0
PP2.1	Ensure cycle parking in new residential development is secure and covered	21.8
PM2.4	Encourage developers to install electric charging points in new developments	21.8
PM2.2	Seek and support innovative parking solutions in eco-towns and other developments with higher standards of sustainability	21.7
PP2.4	Promote car clubs through travel planning	21.5
PM7.2	Increase town centre parking charges in real terms (for both long and short stay parking)	21.0
PP3.2	Provide 16 amp charging points (or any future standardised equipment) for electric cars in non-residential development	21.0
PP2.3	Encourage the provision of unallocated car parking for residents	20.8
PM5.2	Look for opportunities to work with employers and large retail outlets to influence the way they manage their parking provision	18.4
PM6.2	Employ available technology for enforcing offences such as parking on double yellow lines and bus lanes.	18.0
PM4.3	Provide spaces for car clubs in residential areas.	17.5
PP1.2	Develop detailed design standards	17.4
PM2.3	Offer preferential parking spaces and/or cheaper parking for car sharers and low-emission vehicles	17.2
PP3.3	Offer preferential parking spaces for disabled parkers, car sharers and electric vehicles	17.0
PM5.3	Enforce greater control over retail parking on the edges of Bridgwater town centre	16.8
PM7.3	Devise financial incentive schemes to encourage low emission vehicles	16.8
PP2.2	Agree minimum residential parking standards for motorcycles	16.7
PP4.2	Review signing of car parks at tourist attractions	16.0
PM1.1	Survey public cycle parking needs in town centres	16.0
PP6.1	Provide extra car parking at stations to accommodate new demand from development through Travel Plans	15.5
PM6.4	Regular Blue Badge 'sweeps' for fraudulent use	15.5
PM3.2	Increase charges for long-stay parking in town centres	15.0
PM9.2	Encourage extensions of parking schemes where appropriate	15.0



<b>PM3.3</b>	Limit or reduce the overall long-stay car parking provision in town centres	14.9
<b>PM1.2</b>	Audit on-street and off-street motorcycle parking in conjunction with district councils and the stakeholders	14.4
<b>PM6.1</b>	Establish a list of priority schemes for funding from PCNs	14.2
<b>PM3.5</b>	Change the mix and balance of parking in towns	14.0
<b>PM3.7</b>	Develop intelligent guidance systems for car parks	13.4
<b>PM1.3</b>	Review car parking in the main towns	13.2
<b>PM4.2</b>	Designate areas in town centres where parking is limited or permit controlled	13.2
<b>PM10.1</b>	Implement parking and drop-off exclusion zones around schools	12.8
<b>PM5.1</b>	Promote the shared use of car parks	12.4
<b>PP3.1</b>	Encourage the use of shared parking	12.4
<b>PM1.4</b>	Review current parking regulations and priority parking schemes in the main towns	12.0
<b>PM7.4</b>	Introduce charging on a voluntary basis for rural visitor car parks	12.0
<b>PM9.1</b>	Facilitate the introduction of priority parking schemes, including residents' parking where appropriate	12.0
<b>PM10.2</b>	Provide a parking information webpage and guide	12.0
<b>PP1.1</b>	Provide a parking standards calculator for residential and non-residential parking provision	12.0
<b>PP4.1</b>	Identify opportunities for small scale park and ride schemes at sensitive rural attractions	12.0
<b>PM1.5</b>	Review parking facilities for freight vehicles	11.2
<b>PP6.2</b>	Provide extra cycle parking at stations	11.1
<b>PM3.1</b>	Prioritise short stay parking on sites within an acceptable walking distance of shopping and commercial centres	10.2
<b>PM3.8</b>	Ensure adequate provision for commercial vehicles is available in public car parks	10.0
<b>PM7.5</b>	Ensure charges for on-street pay parking places do not compete with nearby car park charges	9.0
<b>PP5.1</b>	Identify opportunities for 'park and go' schemes	8.7
<b>PM3.6</b>	Relocate car parks to alleviate traffic flow problems	6.9
<b>PM7.1</b>	Decrease town centre parking charges (for both long and short stay parking)	-0.3

**Table 3.3: Appraisal Results Summary**



## Chapter four - zoning

Somerset has a diverse array of settlements ranging from small rural communities to the densely populated towns of Bridgwater, Taunton and Yeovil. What is right in our towns won't be right in the more rural areas.

In urban areas there are more opportunities to walk, cycle and use public transport and therefore the need to own and use a car (or a number of cars) may be reduced. As a result it is not always necessary or desirable to provide as many car parking spaces, but the demand for motorcycle and bicycle parking or electric car recharge points may increase. Also urban development land is scarce, so it is important not to waste this land by providing parking inefficiently.

In rural areas the use of a car is often the only option for many trips and the requirement for more parking spaces should be reflected in these standards.

Even in areas with good public transport, high levels of car ownership will still occur. This could be due to multi car households or as a consequence of location. Often, even in places where more sustainable modes of travel are available, residents will still want to keep a car to use for those journeys such as family visits, shopping, DIY collections, waste recycling, holidays or weekend trips (amongst others). It is therefore important that proper provision should be made to reflect this.

In order to ensure that this diversity is recognised we need to make sure the right parking standards are applied in the right places. To help us do this we divided the county into three 'zones' based on how heavily populated they are. These zones are used in Chapters 5 and 6 to allow the standards they set out to promote different levels of parking provision in different places. The remainder of this section explains how we developed these zones (Section 4.1) and illustrates the zones themselves (Section 4.2).

### 4.1 Developing the zones

To meet the variety in demand for parking discussed above we divided the county into three 'zones' based on the population of Output Area Wards as defined in the National Census. These wards divide the county into smaller, more manageable, units. The population of each Output Area Ward was used to assign it to one of three zone types: large, mid-range and low population areas.

In some cases a town may consist of more than one Output Area Ward, in these cases the wards have been 'added together' to give a more realistic figure in terms of population and size. Examples of this include Bridgwater, Chard, Frome, Taunton etc. For the purposes of this exercise the populations of each Output Area Ward within the major town boundary were added together to give a total population. For example:

Yeovil is made up of a number of Output Area Wards but is, in reality, one larger settlement. Therefore, the populations for these Output Area Wards were combined to provide a total population for the whole town, as illustrated in Figure 4.1 below.

OA Ward	Zone	Population
Yeovil Central	A	7781
Yeovil East	A	7724
Yeovil South	A	8767
Yeovil West	A	7552
Yeovil Without	A	6778
<b>Area TOTAL</b>	<b>A</b>	<b>38602</b>

**Figure 4.1** Example of method employed to calculate population in larger settlements.

The zones we developed in this way are as follows:

**Zone A – (Red) – Large population areas**

These were defined by the three main urban hubs (Taunton, Bridgwater, and Yeovil). Red Zones are population areas over 30,000 residents.

**Zone B – (Amber) – Mid-Range population areas**

These areas have a population of between 3000 and 29,999

**Zone C – (Green) – Low population areas**

These areas have a population of up to 2,999.

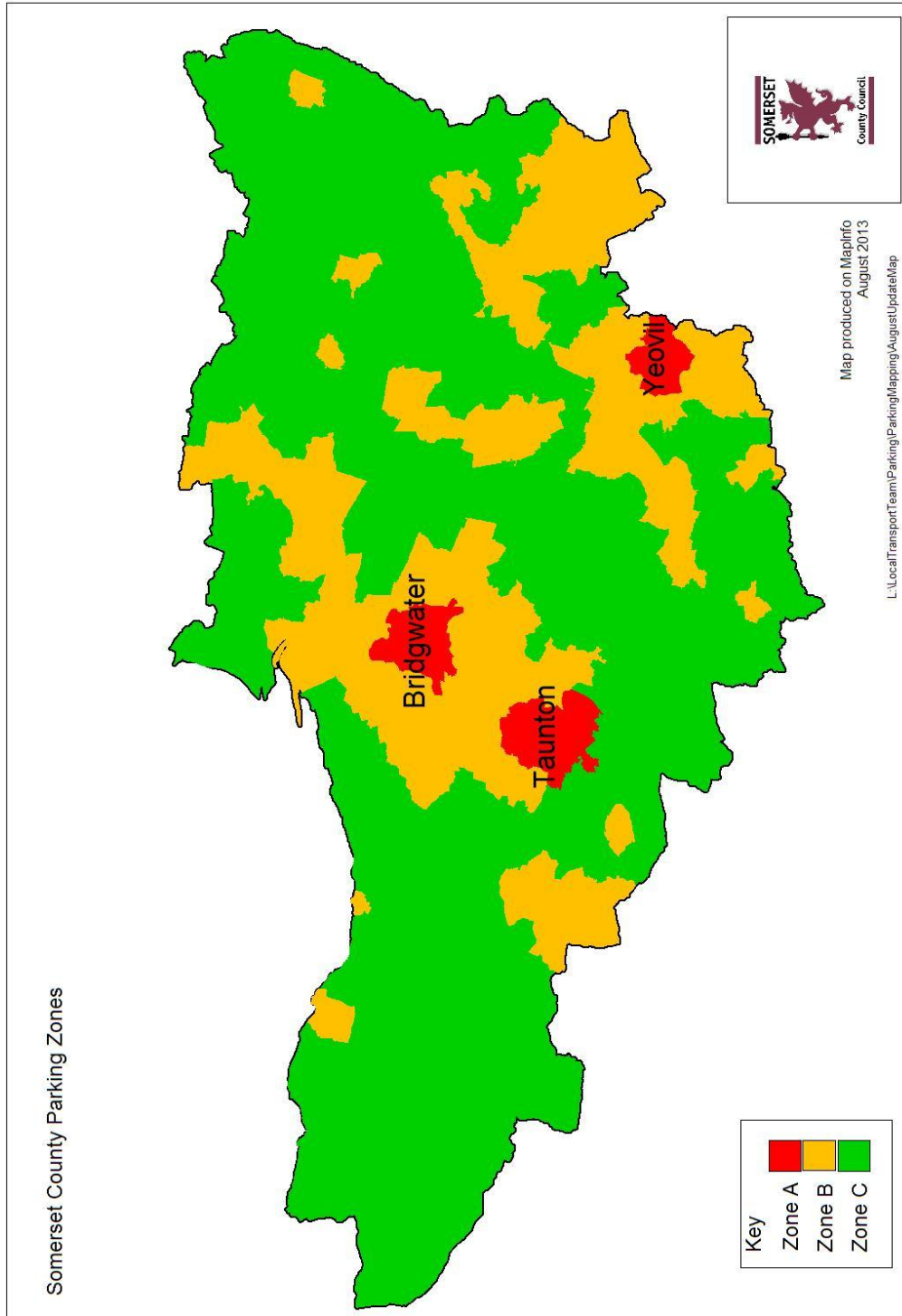
Parking standards will vary depending on the zone. Zone A will be subject to a lower car standard by virtue of the fact that development land is limited and population levels are high. Zone B will be the benchmark standard and encompasses 26% of the county. Although not the largest zone, it represents an area which includes the market towns and large mid-population settlements. Zone C is predominantly rural, it will be subject to a standard that recognises the likelihood of residents wishing to keep more than the national average number of cars per household due to location.

**4.2 The zones**

The zones developed through this process are shown on the map that forms Figure 4.2 below. Appendix 2 contains a list of these zones, which some readers may find more helpful.

Significant new developments that form extensions to existing urban areas will be considered as belonging to the same zone as the adjacent urban area; this will allow parking provision to best reflect the transport characteristics of that development.

Figure 4.2



## Chapter five - Residential parking standards

Providing the right amount of parking for new residential developments is important for the developer, the residents and everyone else who uses the development. Available parking can influence where people choose to live, how they travel, the amount of traffic on Somerset's roads, the vitality of local communities and the lives of local people. Somerset County Council sets parking standards to help ensure new developments have the right amount and right type of parking to balance these needs.

This chapter introduces our standards for new residential developments (non-residential developments are covered in Chapter 6). These standards are designed to support the objectives set out in Chapter Three and build on the zones developed in Chapter 4. The design and quality of the spaces are dealt with in Chapter 7. The chapter begins by setting out the policy context in which we developed the standards (Section 5.1) before explaining how we developed the standards (Section 5.2) and setting out the standards themselves (Section 5.3).

### 5.1 Policy context

When the Parking Strategy was originally adopted in March 2012, the National Planning Policy Framework (NPPF) had only just been released. The Strategy was therefore developed using Planning Policy Guidance 13 as its guiding feature, but this has not been superseded by NPPF. These former policies helped us to understand the challenges we face and the powers we have to manage residential parking. National planning policy requires local authorities to set standards for off street parking in residential developments. However, evidence suggests that these national standards did not meet the requirements of individual communities. In new developments these restrictions can lead to significant levels of inappropriate parking causing congestion and danger to pedestrians.

The Planning Policy Guidance (PPG13) dealt with provision of parking for residential developments. In January 2011 this guidance was amended to state the following:

*“51. Policies in development plans should set levels of parking for broad classes of development. Standards should be designed to be used as part of a package of measures to promote sustainable transport choices and the efficient use of land...”*

When applying the NPPF, it should be noted that where setting local parking standards for residential development, local planning authorities are advised to take into account:

- the accessibility of the development;
- the type, mix and use of development;
- the availability of and opportunities for public transport;
- local car ownership levels; and
- an overall need to reduce the use of high-emission vehicles.

This means that Central Government has given Local Authorities the freedom to decide what level of parking is right based on the needs of their local community. When preparing the parking standards for Somerset we had to consider the need to promote sustainable transport outcomes, enable schemes to fit into central urban sites, promote linked-trips, consider access to developments for those without use of a car and to tackle congestion and carbon emissions.

It was also stated that Central Government expects local authorities to encourage electric vehicle charging infrastructure in new development, without affecting its overall viability.

### **5.2 Setting the standards**

This section explains why and how we set our standards for residential parking in new housing developments based on the issues identified in Section 5.1. This not only covers car parking but also considers the requirements for motorcycle, bicycle and blue badge parking. We have looked at local evidence and national guidance and determined what would be the most appropriate parking standards for new residential developments.

As Chapter 4 explained, Somerset has a diverse array of settlements ranging from small rural communities, to market towns, to the densely populated towns of Bridgwater, Taunton and Yeovil. The standards developed in this chapter use the zones introduced in Chapter 4 to make sure we provide the right level of parking for different residential developments.

The rest of this section details the standards for cycle, motorcycle and car parking (Sections 5.2.1 to 5.2.3). It also considers the needs of people with mobility problems and visitors (Sections 5.2.4 and 5.2.5).

#### **5.2.1 Residential Cycle parking**

There is little national guidance regarding the level of bicycle parking in new residential developments. Somerset County Council developed its standard based on local evidence and with reference to guidance from Secured by Design, Sustrans, Code for Sustainable Homes and Presto and has been adopted as part of our Travel Plan requirements. Travel Plans are written by developers to help people meet their everyday needs in a way that keeps our roads working and protects Somerset's people and places. Recommendations for developers are set out in Somerset County Council's travel planning guidance, of which cycle parking is an integral component. The guidance provides further information to help the development industry prepare high quality travel plans that are consistently implemented within Somerset across Local Planning Authority (LPA) areas.



The guidance states that the type of dwelling will dictate the type of cycle parking that can be provided. Cycle parking should be integrated into the design and structure of buildings. It will need to be provided at a basis per bedroom (rather than dwelling), to enable storage of more than one cycle if more than one person is likely to be living in a dwelling.

To support our policy commitments, a minimum of 1 cycle parking place per bedroom is recommended for all new residential developments.

For developments within Zone A, there is much greater potential for cycling, due to the more compact urban form and relative speed of cycling compared to driving. For instance within Taunton town centre, approximately 1 in 10 peak hour journeys are made by cyclists, supporting the need for more cycle parking provision in this area<sup>(6)</sup>.

Location and design of the cycle parking is dependent upon the design of the new development. An indication of key issues to consider can be found in Chapter 7, which looks at the design of residential parking.

### **5.2.2 Residential Motorcycle parking**

No national guidance is available in relation to the levels of motorcycle parking that should be provided in new residential developments, although design guidance is provided in the DfT's Traffic Advisory Leaflet 2/02 "Motorcycle Parking".

DVLA data for Somerset indicates that approximately 1 in 20 vehicles owned in the county are motorcycles, although motorcycles only account for 1% of traffic using Somerset's roads.

Considering the potential benefits of using a motorcycle in preference to a car (including lower carbon emissions from small motorcycles, less congestion on the roads and other benefits set out in Somerset County Council's Motorcycling Strategy<sup>(7)</sup>), it is recommended that residential parking standards for motorcycles be set at a minimum of 1 motorcycle parking space for every 5 new residential properties or 1 motorcycle space per 20 car spaces, whichever is the greater.

Although the option appraisal suggested an independent minimum standard, not based on the car parking standards, may have some benefits, this would require more data on motorcycle use to calculate than is available at present. Therefore, whilst we have not been able to provide such a standard in this strategy, we hope

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6 LTP2 Background Report: Cycling Strategy, 2006. Available at: [www.somerset.gov.uk/transportstrategy](http://www.somerset.gov.uk/transportstrategy).

7 Somerset County Council's Motorcycling Strategy, 2011. Available at: [www.somerset.gov.uk/transportstrategy](http://www.somerset.gov.uk/transportstrategy).

to revisit this possibility when the strategy is refreshed. Instead we developed the standard for motorcycle parking based on the best evidence we currently have, as described above.

### 5.2.3 Residential Car parking

There are over 280,000 privately owned cars in Somerset and they all need to park somewhere. Attempts to curb car ownership and promote more sustainable transport choices by restricting residential parking haven't worked and have caused problems in some places. It is probable that cars will be parked in areas not designed for such purposes, such as grass verges and landscaped areas.

There is evidence of these effects in newer housing developments where some occupiers and visitors are frustrated by an apparent shortage of parking spaces. These situations can also impact on surrounding areas and adjoining roads as new residents look further afield to find parking spaces, often resulting in blocked pavements and restricted road access. Somerset County Council acknowledge this fact and instead aims to encourage cycling, walking and public transport by ensuring people have the infrastructure and information they need to choose to leave their car at home more often.

Therefore, we have developed a standard for parking in new residential developments that accommodates the likely level of car ownership in the area. Several options were considered for calculating this new standard, however, the most robust solution was to develop a standard based on population density, car ownership and dwelling type. This sets out the number of spaces required for different types of dwelling (dependent on bedroom numbers) in each of the three zones, based on car ownership in existing developments in those areas. This means the standard should provide the right level of parking for the full range of residential developments in all areas.

**The standard that resulted from these calculations is set out in Section 5.3.**

It is important that the calculations that inform the standards take account of how Somerset will change. Forecasts<sup>(8)</sup> show that car ownership is predicted to increase throughout the county; this was considered when developing the standard. New housing developments scheduled for Somerset are anticipated to consist mostly of two, three and four bedroom dwellings as opposed to one bedroom properties. However, it is anticipated that the number of one bedroom dwellings will continue to grow in line with the current proportions due to the conversion of existing properties into multi-occupancy dwellings consisting of smaller self-contained units with one bedroom.

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8 Forecasts derived from the Department for Transport's National Trip End Model using TEMPRO software.

Developments in more sustainable locations that are well served by public transport or have good walking and cycling links may be considered appropriate for lower levels of provision. Proposals for provision above or below this standard must be supported by evidence detailing the local circumstances that justify the deviation and must be included in the developer's Travel Plan.

### **Details, details...**

Some of the details of how we completed these calculations are provided below for those interested in the how the standards were developed.

### **Population and Dwellings**

In order to establish the standards of parking required it was necessary to determine the current number of residents, the proportion of residents of driving age, the number of dwellings and the likely number of residents per dwelling

#### **Population:**

2009 population estimates at ward level have been used in our calculations. These figures were the most robust and recent data set available. Population figures were not only used to establish the zones as detailed in Chapter 4 but also to calculate the estimated number of inhabitants of driving age and the approximate number of residents per dwelling.

The age ranges in Somerset have varied little over the last few years and there is little evidence to suggest that this trend should not continue. It can therefore be assumed that the proportion of people of driving age will remain at 80% for the foreseeable future.

Census 2001 data is able to indicate the proportion of drivers per household compared to the number of residential vehicles. As 2001 data is now relatively old we have applied these proportions to the more recent data described above.

#### **Dwellings:**

The most comprehensive data available to establish the composition of houses for the purposes of this standard were from Census 2001. Research has shown that the most efficient way to determine the number of residents likely to reside in a dwelling is by the number of bedrooms.

1 bedroom = 1 or 2 residents

2 bedrooms = 2 or 3 residents

3 bedrooms = 3 or 4 residents

4+ bedrooms = 5+ residents

We were able to establish the proportion of each house type per ward and calculate an average for each zone as shown in Table 5.2

	<b>Percentage share of housing</b>			
<b>Zone</b>	<b>1 Bedroom</b>	<b>2 Bedroom</b>	<b>3 Bedroom</b>	<b>4+ Bedroom</b>
<b>A</b>	3	28	49	20
<b>B</b>	2	28	46	24
<b>C</b>	1	18	43	39

In order to apply this to current dwellings we have assumed that the increase in each dwelling category is likely to be in the same proportion as shown above.

The total number of residential properties in Somerset in 2011 has been calculated from a GIS layer (the MapInfo Address layer) which lists all current residential postal addresses. The above proportions were then applied to the current number of properties.

#### Vehicles

Using information from the DVLA it was possible to calculate the approximate number of residential vehicles currently in each ward; this includes cars, vans and motorcycles.

We were then able to ascertain the relevant standards of residential parking required for each zone based on current car ownership per dwelling type and the forecast increase in population, housing and car ownership.

#### **5.2.4 Residential Parking for people with mobility problems**

It is important that we provide the right number of spaces to allow people with mobility problems to park close to where they live. We recognise their need to gain easy access to their vehicles to sustain a good quality of life. If there is no available off road parking it is possible for a blue badge holder to request a designated parking space on a public road. The provision of a parking bay normally requires a Traffic Regulation Order (TRO), however, in residential areas; we have relaxed this requirement by the introduction of 'Advisory' disabled bays.

The bays are provided where parking is at a premium and are usually 'advisory' only in a residential area. Anyone displaying a blue badge in a vehicle may use the bay and this is generally respected by other road users.

### **5.2.5 Residential Visitor Parking**

Guidance published by 'Design for Homes' (Car Parking – What Works Where) states “generally parking standards project a level of provision for visitors of about one space for every five homes, or 20%”. However, references in the document indicate that no special provision needs to be made for visitors parking if at least half of the parking in the new housing development is unallocated (i.e. communal parking).

If less than half the parking was to be unallocated in this way, then an extra 0.2 spaces per dwelling (20%) are needed to provide for visitors. The use of unallocated spaces can, therefore, significantly reduce the overall number of parking spaces necessary.

### 5.3 The standards for residential development

The section sets out the standards calculated using the methods described above for the provision of parking in new residential developments. For developments comprising a single dwelling these standards should be rounded up to the nearest whole number.

<b>Cycle parking</b>	More Info:
A minimum of 1 space per bedroom.	Sections 7.2 & 7.3
N.B. Requirements in some areas (especially in Zone A) are likely to be higher.	

<b>Motorcycle parking</b>	Sections 7.3 & 7.5
A minimum of 1 motorcycle parking space per 5 dwellings <b>OR</b> 1 motorcycle space per 20 car spaces, whichever is the greater.	

<b>Car parking</b>						
Zone	1 Bed	2 Bed	3 Bed	4 Bed		
A - Red	1	1	2	3	+ visitor parking	Notes A and B
B - Amber	1.5	2	2.5	3	+ visitor parking	Sections 7.4 & 7.5
C - Green	2	2.5	3	3.5	+ visitor parking	

Where half of parking is unallocated

No visitor parking required

Where less than half of parking is unallocated

0.2 spaces per dwelling

<b>Electric Vehicle Charging Points</b>	Section 7.4.1
In all new residential developments, access to 16 amp electric vehicle charging points will be provided to all dwellings (see Section 7.4.1 for more detail).	

<b>Blue badge parking for people with severe mobility problems</b>
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Advisory bays available on request where no off-road space is provided. Section 7.4.3

**NOTE A** - The car parking standards set out here are optimum standards; the level of parking they specify should be provided unless specific local circumstances can justify deviating from them. Developments in more sustainable locations that are well served by public transport or have good walking and cycling links may be considered appropriate for lower levels of car parking provision. Proposals for provision above or below this standard must be supported by evidence detailing the local circumstances that justify the deviation and must be included in the developer's Travel Plan.

**NOTE B** - Car parking standards include any garages or car ports provided (subject to size requirements in Table 7.1).



## Chapter six - non-residential parking standards

### 6.1 Introduction

Providing the right amount of parking for non-residential developments is important for everyone. It has a big influence on how people travel, the amount of traffic on Somerset's roads, the vitality of our communities and the lives of local people. Somerset County Council sets parking standards to help make sure new developments provide the right amount of parking to balance these needs.

This chapter sets out the parking standards for non-residential developments introduced in Policy PP3 of Chapter Three. Please refer to Chapter Three for more information on the standards' background and how they should be applied.

The term 'standards' is used in this chapter to refer to the number of spaces provided. Chapter Seven deals with the design and quality of the spaces provided. Section 6.2 explains how the zoning system introduced in Chapter Four will be applied to non-residential parking. Section 6.3 examines our current standards, how well they are working and explains where we need to improve them. Section 6.4 sets out the standards we have developed to address all of the issues discussed in Section 6.3 and meet the objectives set in Chapter 3.

### 6.2 Zoning

The right number of car parking spaces won't be the same across Somerset. What is right in our towns won't be right in more rural areas. In urban areas there are more opportunities to walk, cycle and use public transport. Therefore, whilst the larger developments often found in urban areas may still need to provide a significant amount of car parking, urban developments will need to provide for a smaller proportion of trips. In rural areas driving is often the only option for many trips. This means a one size fits all approach to parking won't work.

Chapter Four introduced three zones which separate the centres of our larger towns and market towns from smaller settlements and rural areas. This allows us to apply different standards to different parts of the county. In town centres where public transport, walking and cycling are more convenient, developments are likely to require less parking for cars but more for bikes, for instance. Chapter Four explains more about where these zones are and how they were developed.

The standards set out in Section Four include different levels of parking for each zone, to make sure we provide the right number of spaces for the area, as well as the type of development.

### 6.3 Setting the standards

This section explains how we set our standards. It looks at how well our existing non-residential parking standards were working. It compares them with the objectives of this strategy, national guidance and real world evidence. This comparison allowed us to see if our standards were set at the right levels and understand how they needed to be changed where they weren't.

This is done separately for bicycle, motorcycle, car and blue badge parking (the calculations include parking for all trip purposes; including employees, visitors and customers). For each mode we explain the 'Issues' the standards had to address and the 'Methods' we used to assess the standards. The standards proposed, based on these calculations, are set out in Section Four.

#### 6.3.1 Bicycle parking

##### Issues

There is no national or regional guidance about the level of cycle parking that should be provided in new developments. The cycle parking standards currently applied in Somerset appear to be loosely based on a ratio of 1 space per 10 car spaces but use a slightly different range of non-residential land uses to our car parking standards. Taunton Deane, Sedgemoor and South Somerset District Councils set their own different standards for their areas. The result was that standards were not clear or consistent.

##### Methods

To try and make sense of these different standards we compared them to the numbers of people arriving at real world examples of each type of land use by bike. This was done using a well established database called 'TRICS'. 'TRICS' contains information on how much travel different types of development create, based on surveys at a wide variety of sites.

Each site in the database has information about:

- The number of bicycles arriving at and departing from the site each hour. This allowed us to calculate the number of bikes accumulating at these sites every hour and the maximum accumulation of parked bikes during the day. (Data from sites located in London and Ireland were excluded.)
- Measurements of the size of the site, in terms of Gross Floor Area (GFA) or staff numbers, student numbers, seats, beds etc where these were more relevant.

We used this information to work out how many bikes were parked at sites in each land use category for every square metre, seat or bed etc (depending on what unit is used by the current standard). By comparing the amount of parking at different sites we could assess how close our standards were to the real world data.

The TRICS database does not have sufficient data to allow us to evaluate the current standard for certain land uses. The standards set out in Section Four recommend that these land uses are treated on a case by case basis.

For the majority of the land uses that could be evaluated, the observed 15<sup>th</sup> percentile level<sup>(9)</sup> of cycle parking is significantly lower than the standards currently applied. The only use classes where the observed 15<sup>th</sup> percentile level of cycle parking is higher than the standards are:

- A3/A4/A5 food and drink
- Nursing homes, retirement homes and respite care homes

Therefore, for developments within Zones B and C where cycling can be more difficult, the existing standards have been retained for the majority of land uses, but increased in line with the real-world data for the two land uses noted above, where cycling is more popular.

For development within Zone A, there is much greater potential for cycling, due to the more compact urban form and relative speed of cycling compared to driving. Within Taunton town centre, approximately 1 in 10 peak hour journeys are made by cyclists, supporting the need for more generous cycle parking provision in this area<sup>(10)</sup>. The Taunton Deane Borough Council cycle parking standards are approximately equivalent to 1 space per 4 employees (based on employment density data). Given the need to cater for visitor cycle parking in addition to staff parking, these levels of provision appear reasonable for application across Zone A. As such, the standards set out in Section Four are calculated at this level of provision.

To support our commitment to encourage cycling, a minimum of two cycle parking spaces should be provided per development for all non-residential land uses (or the standard where this is greater).

The new non residential cycle parking standards are shown in full in Section Four.

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9 The sites in the top fifteen per cent, in terms of the number of cycle trips made per unit (floor space, beds etc). N.B. The 15<sup>th</sup> percentile is used rather than the 85<sup>th</sup> percentile in this case as the calculation refers to the number of units per parking space e.g. 1 space per 7 beds. Therefore, the lower the number the higher the level of provision (e.g. 1 space per 3 beds vs. 7 beds), so the 15<sup>th</sup> percentile relates to a relatively high level of parking.

10 LTP2 Background Report: Cycling Strategy, March 2006. Available at: [www.somerset.gov.uk/transportstrategy](http://www.somerset.gov.uk/transportstrategy) .

### Dealing with exceptional situations

There were two land uses that did not fit the normal pattern exactly. The table below explains how we dealt with these exceptional land uses to develop the standards listed in Section Four.

Land use	Issue
B1 (a) (b) (c) Business - Offices	The existing standard was equal to (rather than greater than) the observed level. Therefore, standards were increased to ensure it provides for projected increases in demand.
D1e Primary Schools	No separate provision was made for staff in Primary Schools. A separate provision for staff was included to align the standard with that set for Secondary schools and to help encourage cycling amongst staff.

### 6.3.2 Motorcycle parking

#### Issues

No national guidance is available on the level of motorcycle parking that should be provided in new developments. The Institute of Highway Engineers refers to standards suggested by the British Motorcyclists Federation, a users lobbying group. This suggests a standard of 1 space per 10 car spaces, while the previous SCC standard sets the motorcycle standard at half the number of spaces provided for cycle parking.

#### Methods

Although motorcycles only account for 1% of traffic using Somerset's roads, Driver and Vehicle Licensing Agency (DVLA) data for Somerset indicates that approximately 1 in 20 vehicles owned in the county are motorcycles, It is therefore recommended that motorcycling parking standards be set at a minimum of 1 space per development or 1 per 20 car spaces, whichever is the greater.

N.B. As this standard is based on the car parking standard set out below, it indirectly employs the zonal approach described in Section Two. This will help make sure the right numbers of spaces are provided in different locations.

### 6.3.3 Car parking

Car parking is an important part of this chapter. We need to provide enough parking for the trips people have to make by car to help the county thrive and make sure people can reach the people and places that are important to them. Providing too little car parking causes problems for neighbouring communities and businesses and clogs up the roads, making them slower and more dangerous for everyone. However,

providing too much car parking can encourage people to drive when other modes of transport may have been more appropriate. These issues are considered further in the 'Issues' sub-section below.

To help make sure the right level of car parking is provided for each new non-residential development we reviewed existing standards against real world evidence to develop a range of standards for different types of developments. How we did this is set out in the 'Methods' sub-section below.

## Issues

In the original adoption of this document in March 2012, we referred to PPS4 to explain our role in setting non-residential car parking standards. This is outlined as follows:

National planning guidance provided in Planning Policy Statement 4 (PPS4) helps to explain our role in setting non-residential car parking standards. The extract below from policy EC8 explains that maximum non-residential car parking standards should be set in accordance with local policies and to balance the wider impacts of parking policy (like those described above). Policy EC18 of the document (see extract below) explains that these standards should be applied to developments except in a few exceptional circumstances. This suggests we need a flexible approach that balances the needs of stakeholders in different places but applies all across the county. This highlights the importance of the three zone standard introduced in Section Two.

### **Policy EC8: Car parking for non-residential development (extract from PPS4)**

EC8.1 Local planning authorities should, through their local development frameworks, set maximum parking standards for non-residential development in their area, ensuring alignment with the policies in the relevant local transport plan and, where relevant, the regional strategy. Local planning authorities should not set minimum parking standards for development, other than for parking for disabled people.

EC8.2 In setting their maximum standards, local planning authorities should take into account:

- the need to encourage access to development for those without use of a car and promote sustainable transport choices, including cycling and walking;
- the need to reduce carbon emissions;
- current, and likely future, levels of public transport accessibility;
- the need to reduce the amount of land needed for development;
- the need to tackle congestion;
- the need to work towards the attainment of air quality objectives;

- the need to enable schemes to fit into central urban sites and promote linked trips;
- the need to make provision for adequate levels of good quality secure parking in town centres to encourage investment and maintain their vitality and viability;
- the need to encourage the shared use of parking, particularly in town centres and as part of major developments;
- the need to provide for appropriate disabled parking and access;
- the needs of different business sizes and types and major employers; and
- the differing needs of rural and urban areas.

**Policy EC18: Application of car parking standards for non-residential development (extract from PPS4)**

EC18.1 Local parking standards should apply to individual planning applications unless:

- the applicant has demonstrated (where appropriate through a transport assessment) that a higher level of parking provision is needed and shown the measures proposed to be taken (for instance in the design, location and operation of the scheme) to minimise the need for parking.
- for retail and leisure developments located in a town centre, or on an edge of centre site, the local planning authority is satisfied that:
  - the parking provision is consistent with any town centre parking strategy and the facilities will genuinely serve the town centre as a whole and this has been secured before planning permission is granted
- the scale of parking is proportionate to the size of the centre

EC18.2 In the absence of local parking standards, the maximum standards set out in Annex D of Planning Policy Guidance Note 13: Transport will apply (subject to the provisions in Policy EC18.1).

PPS4 also highlights the non-residential maximum standards set out in Planning Policy Guidance Note 13 (PPG13) (see end of extract above). These standards have also played an important part in the development of our current standards. Our current standards are based closely on PPG13 and regional standards developed in 2001 (which also closely reflected those in PPG13), with a number of additional land uses included to cover important local issues. Some district councils have chosen to use reduced versions of the current standards for certain land uses, highlighting the importance of finding an approach that works in all situations.

These standards are at least 10 years old and our research has not been able to identify how they were developed. However, it seems likely that they were based on limited, if any, evidence. This (combined with the need to consider the new objectives set out in the new guidance discussed above) suggests that we need to review our standards to make sure they are still relevant to Somerset.

The National Planning Policy Framework (NPPF) was released by the Government in March 2012 and replaces Planning Policy Statement (PPS) 3, 4 and 12 and Planning Policy Guidance (PPG) 13. Where setting local parking standards for non-residential development, local planning authorities are advised to take into account:

- the accessibility of the development;
- the type, mix and use of development;
- the availability of and opportunities for public transport;
- local car ownership levels; and
- an overall need to reduce the use of high-emission vehicles.

Local authorities are encouraged to seek to improve the quality of parking in town centres so that it is convenient, safe and secure, including appropriate provision for motorcycles. The NPPF also encourages developers to incorporate facilities for charging plug-in and other ultra-low emission vehicles. It is therefore considered that, although the Strategy was originally based on now superseded guidance, it is wholly consistent with the NPPF.

## **Methods**

To see if our current standards were still relevant, we compared them to the numbers of people arriving at real world examples of each type of land use by car. This was done using a well established database called 'TRICS', which contains information about how much travel different types of development create based on surveys at a wide variety of sites.

Each site in the database has information about:

- The number of vehicles arriving at and departing from the site each hour. This allowed us to calculate the number of parked vehicles accumulating at these sites every hour and the maximum accumulation of parked vehicles during the day. (Data from sites located in London and Ireland were excluded.)
- Measurements of the size of the site, in terms of Gross Floor Area (GFA) or staff numbers, student numbers, seats, beds etc where these were relevant.

We used this information to work out how many vehicles parked at sites in each land use category for every square metre, seat or bed etc (depending on what unit is used by the current standard). By comparing the amount of parking at different sites we could assess how close our standards were to the real world data.

How the data from the sites in each class was summarised would have a big effect on our results. For instance, the maximum demand would be much higher than the mean. To help us choose the best way of doing this we calculated the median, mean, maximum, minimum, 15<sup>th</sup> percentile and 85<sup>th</sup> percentile observed parking levels. These values were compared with the existing standards and real world data to help us select the best measurement.

We chose the median and 85<sup>th</sup> percentile values to form either end of the range covered by the three zone standard (i.e. Zones A and C). Zone B is the midpoint between these two values. The values selected reduce the influence of outlying sites included in the data and offer the best fit with the current standards for the majority of use classes (A1 food retail, B1 office, B8, D2 exhibition centres). They also fit well with the national policy aspirations of making efficient use of land and promoting sustainable choices, since higher levels of parking would effectively be taking a “predict and provide” approach.

### Details, details...

Some of the details of how we completed these calculations are provided below for those interested in the how the standards were developed.

- All Gross Floor Area based standards are rounded to the nearest five metres.
- Standards based on indicators with lower ranges (seats or bedrooms, for example) are rounded to the nearest unit.
- A very small difference between the current standard and the observed data (less than 5m<sup>2</sup> for instance) was not deemed sufficient evidence to justify a change in standard. Therefore, the current level was maintained where this was the case.

### Dealing with exceptional situations

There were some land uses where the approach described above did not provide realistic results, either due to the data available or the nature of their parking requirements. The table below explains how we dealt with these exceptional land uses to develop the standards listed in Section Four. This information is provided to for the sake of transparency and to help those interested in the details of our calculations. All other standards are derived in the way described above.

Land use	Issue	Standard chosen
A1b Food retail (>1000m <sup>2</sup> )	One site with very little parking skewed the data.	This site was excluded from the calculations.



<p>A2 Financial and Professional Services Banks, estate agents, building societies.</p>	<p>The TRICS database has no data for this use class.</p>	<p>The existing standard is the same as for 'B1 (a) (b) (c) Business - Offices'. As the existing B1 standard fits well with observed data (and was, therefore, retained) and the two land uses have a number of similarities, the standard has been maintained at the existing level.</p>
<p>B8a Warehouse - storage and B8b Warehouse-distribution</p>	<p>The TRICS database does not separate out HGVs from other vehicles as the standards do.</p>	<p>For the purposes of testing, the two standards were amalgamated to form a combined standard of one vehicle space per 125m<sup>2</sup> GFA. This combined standard fits well with the observed data, suggesting the current standard remains appropriate and should be retained.</p>
<p>Schools</p>	<p>A - Demand for travel to schools peaks sharply due to 'school run' traffic which we would not wish to provide parking for.</p> <p>B - The current standard uses staff numbers rather than GFA. This works well in reality but causes difficulties when compared to TRICS data based on floor area, as staff number tend to vary significantly over time (particularly support staff).</p>	<p>The morning and afternoon peaks are around 2.8 times the average requirement during the day. This ratio was used to calculate the amount of parking required during the day.</p> <p>This was calculated based on GFA rather than staff numbers, to account for variations in staffing levels. The results were compared to a sample of data from local schools which indicated the GFA based standards derived from the data were broadly equivalent to the current standard. This suggests the existing standard should be retained, this also fits with our wider policy on school travel.</p>



### **6.3.4 Blue badge parking for people with severe mobility problems**

#### **Issues**

It is important that we provide the right number of spaces to allow people with severe mobility problems to park close to where they need to go. Our current standards could lead to us providing less of these spaces than national guidance recommends<sup>(11)</sup>.

#### **Methods**

To address this we proposed a new standard based on the national guidance, this standard is set out in Section 6.4.

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11 See DfT's traffic Advisory Leaflet 5/95 "Parking for Disabled People" and more recent advice on the DfT website:  
<http://www.dft.gov.uk/transportforyou/access/peti/inclusivemobility?page=5> .

## 6.4 The standards for non-residential development

This section sets out our standards for non-residential parking. The zones used are detailed in Chapter Four and set out in Figure 4.2. For developments comprising a single dwelling these standards should be rounded up to the nearest whole number. All standards include parking for all trip purposes; including employees, visitors and customers.

Developments in more sustainable locations that are well served by public transport or have good walking and cycling links may be considered appropriate for lower levels of car parking provision. Proposals for provision above or below these standards must be supported by evidence detailing the local circumstances that justify the deviation and must be included in the developer's Travel Plan.

### Cycle parking

Land Use	Cycle (minimum level)		
	Zone A	Zone B	Zone C
<b>A1 Retail</b>			
A1 Retail <1000m <sup>2</sup>	Case by case	Case by case	Case by case
A1a Non food retail >1000m <sup>2</sup>	1/70m <sup>2</sup>	1/250m <sup>2</sup>	1/250m <sup>2</sup>
A1b Food retail >1000m <sup>2</sup>	1/70m <sup>2</sup>	1/250m <sup>2</sup>	1/250m <sup>2</sup>
<b>A2 Financial and Professional Services</b>			
A2 Financial and Professional Services Banks, estate agents, building societies	1/80m <sup>2</sup>	1/250m <sup>2</sup>	1/250m <sup>2</sup>
<b>A3/A4/A5 Food and Drink</b>			
A3/A4/A5 Food and Drink - Restaurants, Cafes, Public Houses, Bars, Takeaways	1/20m <sup>2</sup>	1/20m <sup>2</sup>	1/20m <sup>2</sup>

## Chapter six - non-residential parking standards

B1 Business			
B1 (a) (b) (c) Business - Offices	1/80m <sup>2</sup>	1/250m <sup>2</sup>	1/250m <sup>2</sup>
B2 General Industrial			
B2	1/130m <sup>2</sup>	1/400m <sup>2</sup>	1/400m <sup>2</sup>
B8 Warehouse & Distribution			
B8a Warehouse - storage	1/250m <sup>2</sup>	1/750m <sup>2</sup>	1/750m <sup>2</sup>
B8b Warehouse- distribution	1/250m <sup>2</sup>	1/750m <sup>2</sup>	1/750m <sup>2</sup>
C1 Hotels			
C1 Hotels and Hostels	1/10 beds	1/20 beds	1/20 beds
C2 Residential Institutions			
C2a Hospitals	1/80m <sup>2</sup>	1/100m <sup>2</sup>	1/100m <sup>2</sup>
C2b Nursing homes, Hostels, Retirement Homes and Respite care homes	1/7 bedrooms	1/13 bedrooms	1/13 bedrooms
D1 Non-Residential Institutions			
D1a Places of Worship, Church Halls, Public Halls	Case by case	Case by case	Case by case
D1b Clinics, Health Centres, Surgeries	1/60m <sup>2</sup>	1/100m <sup>2</sup>	1/100m <sup>2</sup>
D1c Libraries	Case by case	Case by Case	Case by case
D1d Art Galleries and Museums	Case by case	Case by Case	Case by case
D1e Primary Schools	1/10 pupils + 1/5 staff	1/10 pupils + 1/10 staff	1/10 pupils + 1/10 staff
D1f Secondary Schools	1/5 pupils + 1/5 staff	1/5 pupils + 1/10 staff	1/5 pupils + 1/10 staff
D1g Higher and Further Education Centres	1/200m <sup>2</sup>	1/350m <sup>2</sup>	1/350m <sup>2</sup>

D2 Assembly & Leisure			
D2a Cinemas	1/25 seats	1/50 seats	1/50 seats
D2b Exhibition Centres	1/25 seats	1/50 seats	1/50 seats
Bingo Halls	1/25 seats	1/50 seats	1/50 seats
Bowling Alleys	1/1 lane	1/3 lanes	1/3 lanes
Leisure Centres	1/300m <sup>2</sup>	1/400m <sup>2</sup>	1/400m <sup>2</sup>
Casinos	Case by case	Case by case	Case by case
D2d Stadia	Case by case	Case by case	Case by case
Other types of development			
Service Stations	Case by case	Case by case	Case by case
Car Dealerships	Case by case	Case by case	Case by case
Bus and Train Stations	1/20 passengers joining services in the station's peak hour	1/20 passengers joining services in the station's peak hour	1/20 passengers joining services in the station's peak hour.

### Motorcycle parking

All land uses

A minimum of one space per 20 car spaces, with a minimum of one space provided in all non-residential developments.

### Car parking

Land Use

Car (optimum level)

	Zone A	Zone B	Zone C
A1 Retail			
A1a Non food retail >1000m <sup>2</sup>	1/70m <sup>2</sup> GFA	1/60m <sup>2</sup> GFA	1/50m <sup>2</sup> GFA
A1b Food retail >1000m <sup>2</sup>	1/25m <sup>2</sup> GFA	1/20m <sup>2</sup> GFA	1/16m <sup>2</sup> GFA
A2 Financial and Professional Services			

## Chapter six - non-residential parking standards

A2 Financial and Professional Services Banks, estate agents, building societies	1/55m <sup>2</sup> GFA	1/40m <sup>2</sup> GFA	1/30m <sup>2</sup> GFA
A3/A4/A5 Food and Drink			
A3/A4/A5 Food and Drink - Restaurants, Cafes, Public Houses, Bars, Takeaways	1/45m <sup>2</sup> GFA	1/30m <sup>2</sup> GFA	1/16m <sup>2</sup> GFA
B1 Business			
B1 (a) (b) (c) Business - Offices	1/55m <sup>2</sup> GFA	1/40m <sup>2</sup> GFA	1/30m <sup>2</sup> GFA
B2 General Industrial			
B2	1/100m <sup>2</sup> GFA	1/85m <sup>2</sup> GFA	1/75m <sup>2</sup> GFA
B8 Warehouse & Distribution			
B8a Warehouse - storage	1 car space /400m <sup>2</sup> GFA +	1 car space /300m <sup>2</sup> GFA+	1 car space /200m <sup>2</sup> GFA +
B8b Warehouse- distribution	1 lorry space /250m <sup>2</sup> GFA		
C1 Hotels			
C1 Hotels and Hostels	1/3 bedrooms	1/2 bedrooms	1/2 bedrooms
C2 Residential Institutions			
C2a Hospitals	1/50m <sup>2</sup> GFA	1/45m <sup>2</sup> GFA	1/40m <sup>2</sup> GFA
C2b Nursing homes, Hostels, Retirement Homes and Respite care homes	1/8 bedrooms	1/6 bedrooms	1/4 bedrooms
D1 Non-Residential Institutions			
D1a Places of Worship, Church Halls, Public Halls	1/34m <sup>2</sup> GFA	1/25m <sup>2</sup> GFA	1/20m <sup>2</sup> GFA
D1b Clinics, Health Centres, Surgeries	1/30m <sup>2</sup> GFA	1/25m <sup>2</sup> GFA	1/25m <sup>2</sup> GFA
D1c Libraries	Case by case	Case by case	Case by case
D1d Art Galleries and Museums	Case by case	Case by case	Case by case

D1e Primary Schools	1/2FTE staff + 2 visitor space	1/2FTE staff+ 2 visitor space	1/2FTE staff + 2 visitor space
D1f Secondary Schools	1/2FTE staff + 2 visitor space	1/2FTE staff + 2 visitor space	1/2FTE staff + 2 visitor space
D1g Higher and Further Education Centres	1/100m <sup>2</sup> GFA	1/75m <sup>2</sup> GFA	1/55m <sup>2</sup> GFA
<b>D2 Assembly &amp; Leisure</b>			
D2a Cinemas	1/16 seats	1/14 seats	1/12 seats
D2b Exhibition Centres	1/150m <sup>2</sup> GFA	1/85m <sup>2</sup> GFA	1/22m <sup>2</sup> GFA
Bingo Halls	1/16 seats	1/12 seats	1/8 seats
Bowling Alleys	1/75m <sup>2</sup> GFA	1/62.5m <sup>2</sup> GFA	1/50m <sup>2</sup> GFA
Leisure Centres	1/65m <sup>2</sup> GFA	1/50m <sup>2</sup> GFA	1/40m <sup>2</sup> GFA
Casinos	1/80m <sup>2</sup> GFA	1/70m <sup>2</sup> GFA	1/60m <sup>2</sup> GFA
<b>Other types of development</b>			
Bus and Train Stations	Case by case	Case by case	Case by case

The zones discussed are detailed in Chapter Four.

### Electric Vehicles

In all non-residential developments where 50 or more car parking spaces are to be provided, 16 amp electric vehicle charging points will be required in 2% of spaces. (rounding *down*)

### Blue badge parking for people with severe mobility problems

#### Car parks associated with existing employment premises

General 2% of the total parking capacity  
(minimum of one space)

Spaces for disabled employees One **additional** space for each\*

#### Car parks associated with new employment premises

Employees and visitors 5% of the total parking capacity

**Car parks associated with shopping areas, leisure or recreational facilities and places open to the general public**

Visitors who are disabled motorists          6% of the total parking capacity

Employees who are disabled motorists,      One **additional** space for each

**NOTE:** The numbers of designated spaces may need to be greater at hotels and sports stadia that specialize in accommodating groups of disabled people.

**Railway stations**

Fewer than 20 spaces                              Minimum of 1 reserved space

20 to 60 spaces                                      Minimum of 2 reserved spaces

61 to 200 spaces                                  6% of total parking capacity (minimum of 3 reserved spaces)

Over 200 spaces                                    4% of total parking capacity, plus 4 reserved spaces

Railway employees who are disabled motorists      One **additional** space for each

\* Reservations could be ensured, for example, by marking a space with a registration number.

NOTE - These standards all form part of the general car parking standards set out above, they are not to be provided in addition to the general car parking standards.



## Chapter seven - design and layout

Getting parking right for Somerset means more than providing the right number of spaces (as set out in Chapters Five and Six). How parking is designed and laid out affects how well it works for users but also for everyone who uses the environment it forms part of. To meet all of these needs the layout and design of parking has to balance a number of different priorities:

- **Parking must contribute to a good quality environment that people want to live, work and play in.** New or extended developments should provide facilities that incorporate good design in terms of layout, landscaping and lighting. Good design should incorporate 'Building for Life' principles<sup>(12)</sup> and consider the advice in Manual for Streets one and two<sup>(13)</sup>.
- **Parking must contribute to an environment that helps people make sustainable transport choices.** Where possible, neighbourhoods should be compact, so that parking is integrated with the transport network to encourage walking and cycling.
- **Parking must contribute to an environment that is easy to get around.** As well as making it easy for pedestrians, cyclists, motorcycles, cars and buses to get around parking layout should also have due consideration of access requirements for emergency, waste collection and delivery vehicles.

This chapter sets out some of the things developments will have to do to meet all of these needs. These design and layout standards should be considered alongside the policies standards set out in Chapters Five and Six. The chapter begins by setting out the things all types of parking need to consider to make sure they meet pedestrians' needs (Section 7.1). It then looks at the specific issues associated with bicycle, motorcycle, car and blue badge parking (Sections 7.2 to 7.5). Finally it sets out dimensions for the parking provision described throughout the chapter and the rest of the strategy (Section 7.5).

### 7.1 Pedestrians

The needs of pedestrians should be taken into account when designing the layout of parking for all modes. This is important for those who have parked and those accessing the development on foot. Pedestrians should always be considered in the design of parking, this sub-section sets out two issues that should be considered in doing so.

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12 A set of criteria designed to help improve the quality of new developments developed by the Commission for Architecture and the Built Environment: [www.buildingforlife.org](http://www.buildingforlife.org).

13 Department for Transport and Department for Communities and Local Government (2007) Manual for Streets, Thomas Telford

Off-street parking in residential developments often require motorists to cross footways. Crossovers to private driveways are commonly constructed by ramping up from the carriageway over the whole width of the footway, simply because this is easier to construct. This causes problems for people in wheel chairs and pushing prams and can be particularly difficult to negotiate for people with mobility impairment and should be avoided.

Within car parks, provision should be made so that pedestrians can walk through them easily and safely. Raised footways through the car park and at crossing points across main vehicle routes can help to alleviate conflict between pedestrians and vehicles. An alternative to this is to employ a design that encourages users to share the space better, sometimes known as shared spaces. However, concerns have been raised by people with visual impairments, meaning a tactile distinction should be made to help them navigate safely

### For more information:

- Department for Transport and Department for Communities and Local Government (2007) Manual for Streets, Thomas Telford
- Atkin, R. (2010) Sight Line: Designing Better Streets for People with Low Vision, Helen Hamlyn Centre, Royal College of Art, Kensington Gore, London

## 7.2 Bicycles

This section explains how the cycle parking required in developments by Chapters Five and Six needs to be designed and laid out. It deals with five key issues; location, design, security, access and signing.

### 7.2.1 Location

Parking should be sited close to the building entrance, particularly for short term parking, in an area that feels safe to use both day and night for all potential users. It should be easy to get to without detours and must be accompanied by lowered kerbs to allow easy use without the need to drag or lift the cycle.

### 7.2.2 Design

The type of stand provided must be suitable for effectively securing the bike by the frame and both wheels. The simplest, most effective and preferred type of cycle parking is the basic Sheffield Stand design<sup>(14)</sup>. This comprises a metal hoop sunk

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14 Transport for London's guidance ('Workplace cycle parking guide') provides a review of many cycle parking styles, and lists those 'not recommended' as (pp12-13): two-level wheel or handlebar racks; two-level upright racks; 'butterfly' racks; railings or street furniture; wheel slots in concrete

into concrete or bolted to the ground, ideally with the addition of a lower horizontal bar to secure smaller bicycles (illustrated in Figure 7.1). These form the basic standard of cycle parking required. All stands must be made of robust materials and fixed securely to the ground.



Figure 7.1 Sheffield stands (included for illustration of stand only)

Stands which can only be used to secure the front wheel are never acceptable. These and other types of stand that are specifically not accepted as suitable parking in new developments include: drainpipes, railings and cycle racks or stands that don't allow the frame and both wheels to be effectively secured. Cycle parking should be suitable for its surroundings and intended use. The stands must be spaced to allow users to access all the stands easily without scratching or tangling their bicycle with neighbouring bicycles.

Dimensions for bicycle parking can be found in Table 7.1.

### 7.2.3 Security

The type of stand used must enable the wheels and the frame of a bike to be locked to the stand. Natural surveillance and CCTV increase perceived security and reduce the likelihood of theft or vandalism. Signs indicating that the area is under CCTV surveillance will help to deter thieves, though natural surveillance (e.g. by siting the stands in busy, open areas) is preferable.

If the parking area is likely to be used after dark, the parking area and the route between the cycle parking and building entrance must be adequately lit to ensure people feel safe accessing their bike after dark.

Compounds can be made very secure with access controlled by swipe cards or keys. This may be necessary for long-term parking in unsecured areas e.g. office compounds/residential stores, or where there are vandalism/theft problems.

The design, ergonomics and location of cycle parking are also important, as unattractive, difficult to use and poorly lit facilities will put people off using them and render them ineffective. Such proposals will not be accepted as part of a travel plan.

### 7.2.4 Signing

Cycle parking facilities must be easy to find and clearly sign-posted. Signage in 'house style' can demonstrate corporate commitment to sustainable travel. For long-term parking e.g. at office or residential sites, information about management of the premises and security arrangements may be of use.

### 7.2.5 Access

Cycle parking must work for all types of cyclist and for other people using the area on foot. It should never form an obstruction to pedestrians.

All users must be able to access the cycle parking easily, regardless of age or physical capabilities. It must comply with the Disability Act 1995 and meet local health and safety requirements. This is especially important where the facilities are likely to be used by more vulnerable users e.g. children, parents transporting small children, elderly people or disabled users of specialist cycles.

#### For more information:

- Our Travel Plans Guidance
- Department for Transport and Department for Communities and Local Government (2007) Manual for Streets, Thomas Telford
- MfTP

## 7.3 Motorcycles

This section explains how the motorcycle parking required in developments by Chapters Five and Six needs to be designed and laid out. It covers the same five key issues considered for cycle parking; location, design, security, access and signing.

### 7.3.1 Location

All developments must include designated parking on convenient sites in close proximity to centres of attraction such as building entrances.

### 7.3.2 Design

Provision must be well-lit, level, well-drained, sheltered and free from debris with a non-slip surface that is hard enough to support the weight of a motorcycle resting on its stand. Motorcycle spaces must be protected (e.g. by bollards) from use by other vehicles, deliveries, bins etc.

Dimensions for motorcycle parking can be found in Table 7.1.

### 7.3.3 Security

Motorcyclists must be given formal opportunities to park close to their destination for both residential and non-residential developments. For non-residential developments and residential developments without private driveways (such as flats), this should be in a covered off-street area. For certain non-residential developments where motorcycles will only be left for a short time (convenience shopping for instance) shelter may be less important than location, although employees should always be catered for.

In all cases it should be possible to lock motorcycles to an immovable object such as a rail, hoop, retractable ground anchor or post where it can be kept in general view (directly or through CCTV) to minimise the risk of theft.

In new residential properties with driveways motorcyclists will generally prefer to use the driveway than to park in shared facilities. Whilst it may not be deemed appropriate to provide security facilities described above to every dwelling, it should be offered as an option (without additional charge) to the first occupier.

### 7.3.4 Access

Riders require adequate space to manoeuvre and a safe and legitimate means of access.

### 7.3.5 Signing

Signing from the main routes and on-site must be included to reduce the likelihood of informally parked bikes causing a hazard. Spaces themselves must be clearly marked and signed.

#### **For more information:**

- Our Travel Plans Guidance and manual for Travel Plans
- Department for Transport and Department for Communities and Local Government (2007) Manual for Streets, Thomas Telford
- Department for Transport (2002) Traffic Advisory Leaflet 02/02 – Motorcycle Parking. London: Department for Transport

### 7.4 Cars

The design and layout of car parking has a big influence on all of our lives and the places we live them in.

Parking has to work well for the drivers using it. As well as taking into account design features such as security and landscaping, adequate bay sizes that are easy to enter and exit and clear directional markings such as exit signs will all help lessen the likelihood of car parking over spilling onto the highway. However, it also takes up a lot of space in developments, so it needs to play its part in the quality of their design. The location and overall design should encourage maximum use of parking areas, in order to minimise inappropriate on-street parking, whilst not adversely affecting developments' overall appearance. Car parking can also play an important part in encouraging people to consider more sustainable ways of travelling. 16 amp (or any future standardised equipment) charging points for electric vehicles will be provided in residential developments and encouraged in non-residential car and bike parking places, particularly in larger developments. The design and location of car parking can also help challenge habitual car use where other modes might be a better choice.

This section explains how the car parking required in developments by Chapters Five and Six needs to be designed and laid out to meet all of these needs. The section is divided into three sub-sections which consider residential parking, non-residential parking and the needs of people with mobility problems. Dimensions for the design of parking bays are outlined in Table 7.1.

#### 7.4.1 Residential Parking

This sub-section sets some key issues for the design and layout of residential parking:

It is advantageous to provide a certain amount of unallocated communal parking within most residential developments. Manual for Streets One suggests that the main advantages of communal parking are that it:

- only needs to provide for average levels of car ownership;
- allows for changes in car ownership between individual dwellings over time;
- provides for both residents' and visitors needs; and
- can cater for parking demand from non-residential uses in mixed-use areas, which will tend to peak during the daytime when residential demands are lowest.

The visual impact of car parking can be broken up by limiting on-street parking to small groups, which can be separated by features such as street furniture and planting. Features that deter pavement parking or vehicles overhanging into the kerb should also be considered where it is likely to be an issue. Well designed courtyard parking, for up to about 10 spaces, can be another way in which parking can be managed to improve the streetscape, without looking like an unattractive traditional car park (see Manual for Streets p.107). Where these areas are overlooked by houses, it can also provide an added security benefit.

It is recommended that garages and parking areas are designed so that they are level with, or behind, the main building line in order to improve the townscape of the development. Garages are not always used for car parking and this can create additional demand for parking on the highway. Therefore, it is suggested that car ports are provided instead of garages, although this should be determined on a scheme-by-scheme level. Where car ports are provided, it remains essential that appropriate levels of cycle parking are provided.

In all new residential developments, access to electric vehicle charging points will need to be available to all dwellings. This may be provided in garages or car ports or through shared charge points. This policy will be reviewed as the technology is advanced.

**For more information:**

- Department for Transport and Department for Communities and Local Government (2007) Manual for Streets, Thomas Telford
- DTLR and CABE (2001) Better Places to Live: By Design. A Companion Guide to PPG3. London: Thomas Telford Ltd.
- English Partnerships and Design for Homes (2006) Car Parking: What Works Where. London: English Partnerships.

#### **7.4.2 Non-Residential Parking**

This sub-section sets some key issues for the design and layout of non-residential parking. As well as the measures set out in Section 7.1, regarding pedestrian movement through car parking areas, a number of other issues also need to be considered.

Developers must provide a proportion of car parking spaces in employment sites for dedicated uses, such as car sharing and low carbon vehicles (with electric vehicle charging points) to promote more sustainable travel, in line with targets set in their travel plan. Reserved car parking spaces for car sharers must be provided in commercial developments which have car parking. The scope and scale of this allocation will need to be in accordance with an agreed travel plan. These spaces must be in a visible and convenient position that offers a benefit to users over the non-car share spaces. Car share spaces must have appropriate signage, markings and management measures. It may be appropriate for car share schemes within an organisation to be accompanied by a 'guaranteed replacement lift home' facility. These can be very reassuring to potential users, even where they are rarely used.

Where 50 or more car parking spaces are to be provided perpendicular to the kerb (in bays, for example), a reduction in length to 4 m may be permitted in up to 10 per cent of parking bays which will then be for the use of small cars only (and adequately signed as such).

Electric vehicle charging points will be required in two per cent of spaces in all new non-residential developments where 50 or more car parking spaces are to be provided. This policy will be reviewed as the technology is advanced.

**For more information:**

- Our Travel Plans Guidance

### 7.4.3 Blue Badge Parking for people with severe mobility problems

Spaces for people with severe mobility problems should be provided wherever conventional parking is provided. In off-street car parks spaces for Blue Badge holders should be as close as possible, preferably within 50 metres of the facilities served by the car park. These facilities should be on firm, level ground or have ramped access (preferably with a gradient of less than 5 per cent) and be under cover if possible. In multi-storey car parks these spaces should be on the same level as the pedestrian access or, if this is not possible, near to a lift accessible by wheelchair users. The design of car parks should consider the recommended minimum vertical clearance for disabled motorists of 2600mm, which is the height sufficient for a car carrying a wheelchair on its roof and for the wheelchair to be positioned vertically during the hoisting process<sup>(15)</sup>.

**For more information:**

- Department for Transport (2002) *Inclusive Mobility A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure*. London: Department for Transport
- Department for Transport (2005) *Traffic Advisory Leaflet 05/05 – Parking for Disabled People*. London: Department for Transport.
- British Standards Institute (BSI) (2001) *BS 8300: 2001 Design of Buildings and their Approaches to Meet the Needs of Disabled People*. London: BSI.

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15 Department for Transport (2005) *Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure*. London, Department for Transport



## 7.5 Parking dimensions

Table 7.1 below sets out dimensions for the various types of parking provision described throughout the chapter (and elsewhere in the strategy).

All of the minimum dimensions specified assume that sufficient space will be provided to access the vehicle (and operate any doors), more space may be required if obstacles (such as walls or hedges) are in close proximity.

Location	Minimum dimensions	Notes
<b>Bicycles</b>		
Wall-hanging or parked	2m x 1m	
<b>Motorcycles</b>		
	2m-2.3m x 0.8m-0.9m	
<b>Cars</b>		
Parallel to Kerb	6.0m x 2.0m	
Echelon / Diagonal-style parking	60° 4.8m x 2.4m 45° 4.8m x 2.4m 30° 4.8m x 2.4m	
Perpendicular to Kerb	4.8m x 2.4m	
Garages/Car Ports	6m x 3m	Space should also be provided for the operation of any garage doors.
<b>Disabled Bays</b>		
On Street - Parallel to Kerb	6.6m x 2.7m (preferably 3.6m)	Extra width allows for an access zone on both the kerb and street side.
On Street - Angle to Kerb	4.2m x 3.6m	
Off Street - General	4.8m x 2.4m	
Off Street - Parallel to Access Aisle	Additional length of 1.8m	Where access is available from the side

Off Street - Perpendicular to Access Aisle	Additional width of 1.2m along each side and 1.2m safety zone at the rear.	Where bays are adjacent the same 1.2m space can serve both sides.
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**Table 7.1** Dimensions for the various types of parking provision



## **Appendix one - full details of option appraisal**

Option	Description	Cost	Future value	Performance Against DfT goals					Fit with regional policy	Performance Against any Additional Network Goals	Scale of impact	Deliverability	Key Uncertainties	Other Issues	Numerical score
				Reduce Carbon Emissions	Support Economic Growth	Promote Equality of Opportunity	Improve Quality of Life and a Healthy Natural Environment	Better Safety, Security and Health							
	Overall Management														
PM1.1	Survey public cycle parking needs in town centres	3	0	0.0	0.2	0.3	0.2	0.4	1	1	1			16.0	
PM1.2	Audit on-street and off-street motorcycle parking in conjunction with district councils and the stakeholders	3	0	0.0	0.2	0.3	0.2	0.0	1	1	1			14.4	

## Appendix one - full details of option appraisal

PM1.3	Review car parking in the main towns	3	0	0.0	0.2	0.3	0.1	-0.2	1	1	1	1	13.2
PM1.4	Review current parking regulations and priority parking schemes in the main towns	3	0	0.0	0.0	0.0	0.0	0.0	1	1	1	1	12.0
PM1.5	Review parking facilities for freight vehicles	3	0	0.0	0.0	0.0	0.0	-0.2	1	1	1	1	11.2
	Overall Sustainability												
PM2.1	Increase cycle parking provision	2	0	1.0	0.0	0.0	0.1	0.4	1	1	2	2	22.0
PM2.2	Seek and support innovative parking solutions in eco-towns and other developments with higher standards of sustainability	3	-1	1.0	0.2	0.0	0.2	0.0	1	1	2	2	21.7
PM2.3	Offer preferential parking spaces and/or cheaper parking for car sharers and low-emission vehicles	3	0	1.0	0.0	0.0	0.1	0.2	1	1	1	1	17.2
PM2.4	Encourage developers to install electric charging points in new developments	3	0	1.0	0.2	0.0	0.1	0.2	1	1	1	1	21.8
	Management of Publicly Owned Car Parks												
PM3.1	Prioritise short stay parking on sites within an acceptable walking distance of shopping and commercial centres	3	0	-1.0	0.0	0.3	0.2	-0.4	1	1	2	2	10.2
PM3.2	Increase charges for long-stay parking in town centres	3	0	0.0	0.0	0.0	0.0	0.0	1	1	2	2	15.0
PM3.3	Limit or reduce the overall long-stay car parking provision in town centres	3	0	0.0	0.0	0.0	0.2	-0.2	1	1	2	2	14.9
PM3.4	Reduce commuter parking where adequate sustainable transport alternatives exist	3	0	1.0	0.3	0.0	0.2	0.0	1	1	2	2	22.6
PM3.5	Change the mix and balance of parking in towns	3	0	0.0	0.0	0.0	0.0	-0.2	1	1	2	2	14.0
PM3.6	Relocate car parks to alleviate traffic flow problems	0	0	1.0	0.2	0.0	0.1	0.2	0	0	2	2	6.9
PM3.7	Develop intelligent guidance systems for car parks	2	-1	1.0	0.2	0.0	0.1	0.2	1	1	1	1	13.4

PM3.8	Ensure adequate provision for commercial vehicles is available in public car parks	3	-1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1	1	2				10.0
	Management of Public On-Street Parking																	
PM4.1	Reduce on-street parking provision in town centres	3	0	1.0	0.2	0.0	0.0	0.0	0.2	0.2	0.0	1	1	2				26.8
PM4.2	Designate areas in town centres where parking is limited or permit controlled, along with 20mph speed limits	2	0	0.0	0.0	0.0	0.1	0.2	0.2	0.2	0.0	1	1	2				13.2
PM4.3	Provide spaces for car clubs in residential areas.	3	0	1.0	0.2	0.0	0.0	0.2	0.2	0.2	0.0	1	1	1				17.5
	Management of Private Parking																	
PM5.1	Promote the shared use of car parks	3	0	-1.0	0.3	0.3	0.1	-0.2	0.1	0.2	0.0	1	1	2				12.4
PM5.2	Look for opportunities to work with employers and large retail outlets to influence the way they manage their parking provision	3	0	0.0	0.3	0.3	0.1	0.0	0.1	0.0	0.0	1	1	2				18.4
PM5.3	Enforce greater control over retail parking on the edges of Bridgwater town centre	3	0	0.0	0.2	0.0	0.0	0.2	0.2	0.2	0.0	1	1	2				16.8
	Parking Enforcement																	
PM6.1	Establish a list of priority schemes for funding from PCNs	3	0	0.0	0.0	0.3	0.1	0.2	0.1	0.2	0.0	1	1	1				14.2
PM6.2	Employ available technology for enforcing offences such as parking on double yellow lines and bus lanes.	3	0	0.0	0.0	0.5	0.1	0.0	0.1	0.0	0.0	1	1	2				18.0
PM6.3	Make parking on pavements illegal and enforce under CPE powers	2	0	0.0	-0.2	0.3	0.2	0.2	0.2	0.2	0.0	1	1	3				22.3
PM6.4	Regular Blue Badge 'sweeps' for fraudulent use	3	0	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.0	1	1	2				15.5

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## Appendix two - list of output area wards by zone

This table lists Output Area Wards (as defined in the National Census) which make up the three zone areas developed in Chapter 4.

Those marked with an asterisk \* have had the OA wards combined to form the settlement area (see Section 4.1 for explanation).

WARD NAME	DISTRICT	Zone	2009 POPULATION
BRIDGWATER	Sedgemoor	A	40359
TAUNTON	Taunton Deane	A	55170
YEOVIL	South Somerset	A	38602
Frome *	Mendip	B	24264
Glastonbury *	Mendip	B	9287
Shepton *	Mendip	B	10116
Street West *	Mendip	B	11926
Wells St Thomas' *	Mendip	B	10640
Burnham South *	Sedgemoor	B	13074
Cannington and Quantocks	Sedgemoor	B	7263
Cheddar and Shipham	Sedgemoor	B	6952
Highbridge	Sedgemoor	B	6524
Huntspill and Pawlett	Sedgemoor	B	3508
King's Isle	Sedgemoor	B	4459
North Petherton	Sedgemoor	B	6431
Wedmore and Mark	Sedgemoor	B	4862
Blackmoor Vale	South Somerset	B	5530
Bruton	South Somerset	B	3175
Brympton	South Somerset	B	6863
Cary	South Somerset	B	5522

## Appendix two - list of output area wards by zone

Chard *	South Somerset	B	13547
Coker	South Somerset	B	5357
Crewkerne	South Somerset	B	8022
Ilminster	South Somerset	B	5936
Ivelchester	South Somerset	B	3230
Martock	South Somerset	B	5614
South Petherton	South Somerset	B	4896
Wessex	South Somerset	B	5499
Wincanton	South Somerset	B	5207
Bishop's Lydeard	Taunton Deane	B	6215
Ruishton and Creech	Taunton Deane	B	3990
Taunton Blackbrook and Hol	Taunton Deane	B	6587
Wellington *	Taunton Deane	B	13552
West Monkton	Taunton Deane	B	4351
Wiveliscombe and West Dean	Taunton Deane	B	3895
Alcombe *	West Somerset	B	4278
Minehead *	West Somerset	B	7866
Watchet	West Somerset	B	3933
Ashwick and Ston Easton	Mendip	C	2208
Avalon	Mendip	C	2125
Beacon	Mendip	C	1926
Beckington and Rode	Mendip	C	2343
Chilcompton	Mendip	C	2732
Coleford	Mendip	C	3972
Creech	Mendip	C	2199
Knowle	Mendip	C	1944
Mells	Mendip	C	2270

Moor	Mendip	C	2572
Nedge	Mendip	C	2099
Nordinton	Mendip	C	1944
Postlebury	Mendip	C	2130
Pylcombe	Mendip	C	1944
Rodney and Priddy	Mendip	C	1637
St Cuthbert (Out) North and West	Mendip	C	2000
Stratton	Mendip	C	1045
Vale	Mendip	C	2000
Axbridge	Sedgemoor	C	2144
Axe Vale	Sedgemoor	C	2210
Berrow	Sedgemoor	C	2355
Brent North	Sedgemoor	C	2153
East Poldens	Sedgemoor	C	2213
Knoll	Sedgemoor	C	2649
Puriton	Sedgemoor	C	2048
West Poldens	Sedgemoor	C	2615
Woolavington	Sedgemoor	C	2205
Blackdown	South Somerset	C	2273
Burrow Hill	South Somerset	C	2209
Camelot	South Somerset	C	2819
Curry Rivel	South Somerset	C	2622
Eggwood	South Somerset	C	2467
Hamdon	South Somerset	C	2816
Islemoor	South Somerset	C	2781
Langport and Huish	South Somerset	C	2816
Milborne Port	South Somerset	C	2774

Appendix two - list of output area wards by zone

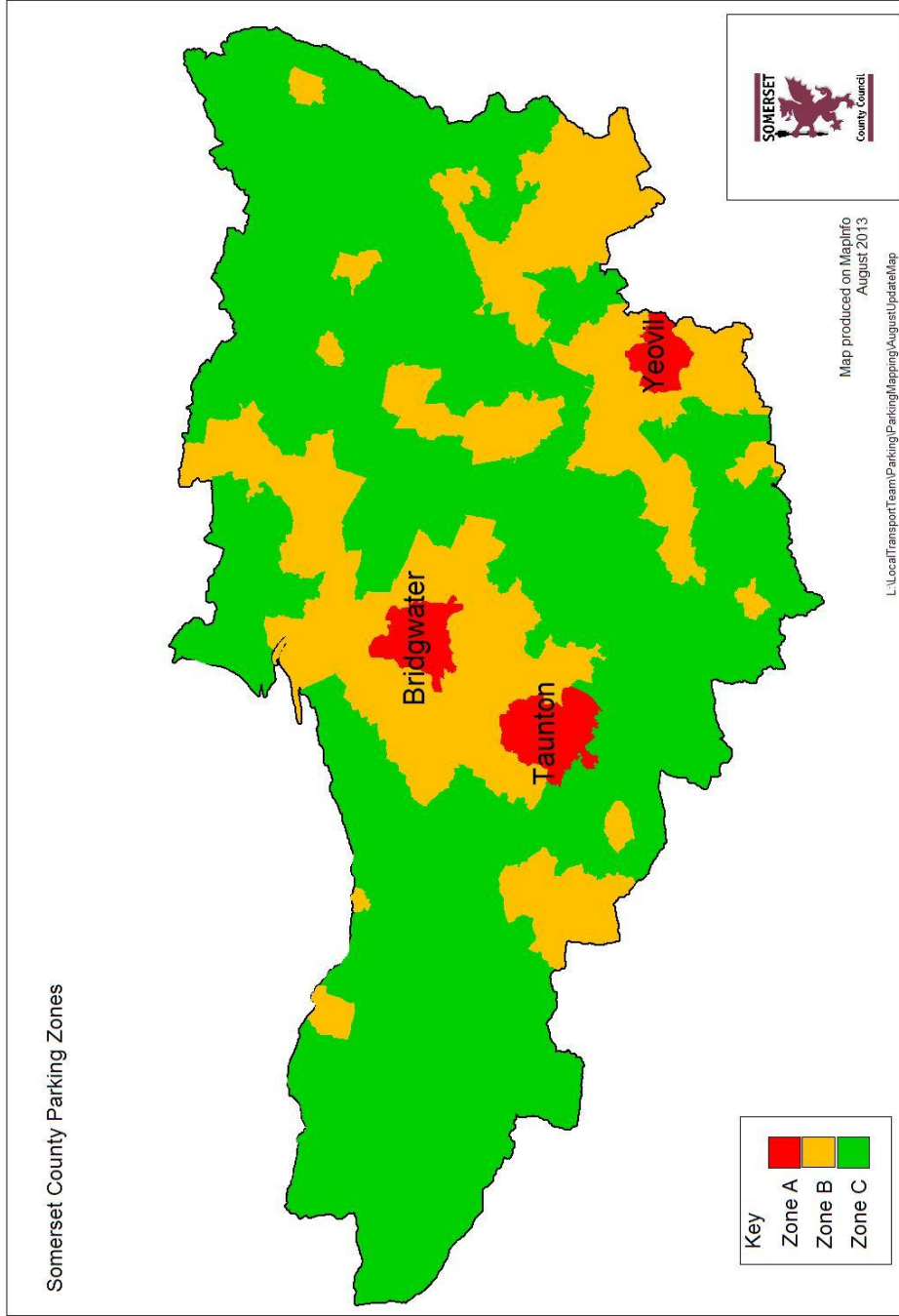
Neroche	South Somerset	C	2444
Northstone	South Somerset	C	2955
Parrett	South Somerset	C	2400
St Michael's	South Somerset	C	2320
Tatworth and Forton	South Somerset	C	2684
Tower	South Somerset	C	2407
Turn Hill	South Somerset	C	2690
Windwhistle	South Somerset	C	2403
Blackdown	Taunton Deane	C	1785
Bradford-on-Tone	Taunton Deane	C	2244
Milverton and North Deane	Taunton Deane	C	2123
Monument	Taunton Deane	C	2234
Neroche	Taunton Deane	C	2209
North Curry	Taunton Deane	C	3225
Stoke St. Gregory	Taunton Deane	C	1000
Trull	Taunton Deane	C	1961
Aville Vale	West Somerset	C	1132
Brompton Ralph and Haddon	West Somerset	C	895
Carhampton and Withycombe	West Somerset	C	1191
Crowcombe and Stogumber	West Somerset	C	1251
Dulverton and Brushford	West Somerset	C	2007
Dunster	West Somerset	C	854
Exmoor	West Somerset	C	768
Old Cleeve	West Somerset	C	2295
Porlock and District	West Somerset	C	2193
Quantock Vale	West Somerset	C	2157
Quarme	West Somerset	C	1034

West Quantock	West Somerset	C	1101
Williton	West Somerset	C	2756

## **Appendix three - quick reference guide to standards**



# Zoning Map



## Residential Parking Standards

<b>Cycle parking</b>						More Info:
A minimum of 1 space per bedroom.						Sections 7.2 & 7.3
N.B. Requirements in some areas (especially in Zone A) are likely to be higher.						
<b>Motorcycle parking</b>						
A minimum of 1 motorcycle parking space per 5 dwellings <b>OR</b> 1 motorcycle space per 20 car spaces, whichever is the greater.						Sections 7.3 & 7.5
<b>Car parking</b>						
Zone	1 Bed	2 Bed	3 Bed	4 Bed		
A - Red	1	1	2	3	+ visitor parking	Notes A and B
B - Amber	1.5	2	2.5	3	+ visitor parking	Sections 7.4 & 7.5
C - Green	2	2.5	3	3.5	+ visitor parking	
Where half of parking is unallocated					No visitor parking required	
Where less than half of parking is unallocated					0.2 spaces per dwelling	
<b>Electric Vehicle Charging Points</b>						
In all new residential developments, access to 16 amp electric vehicle charging points will be provided to all dwellings (see Section 7.4.1 for more detail).						Section 7.4.1
<b>Blue badge parking for people with severe mobility problems</b>						
Advisory bays available on request where no off-road space is provided.						Section 7.4.3

**NOTE A** - The car parking standards set out here are optimum standards; the level of parking they specify should be provided unless specific local circumstances can justify deviating from them. Developments in more sustainable locations that are well served by public transport or have good walking and cycling links may be considered appropriate for lower levels of car parking provision. Proposals for provision above or below this standard must be supported by evidence detailing the local circumstances that justify the deviation and must be included in the developer's Travel Plan.

**NOTE B** - Car parking standards include any garages or car ports provided (subject to size requirements in Table 7.1).

## Non Residential Parking Standards

### Cycle parking

Land Use	Cycle (minimum level)		
	Zone A	Zone B	Zone C
<b>A1 Retail</b>			
A1 Retail <1000m <sup>2</sup>	Case by case	Case by case	Case by case
A1a Non food retail >1000m <sup>2</sup>	1/70m <sup>2</sup>	1/250m <sup>2</sup>	1/250m <sup>2</sup>
A1b Food retail >1000m <sup>2</sup>	1/70m <sup>2</sup>	1/250m <sup>2</sup>	1/250m <sup>2</sup>
<b>A2 Financial and Professional Services</b>			
A2 Financial and Professional Services Banks, estate agents, building societies	1/80m <sup>2</sup>	1/250m <sup>2</sup>	1/250m <sup>2</sup>
<b>A3/A4/A5 Food and Drink</b>			
A3/A4/A5 Food and Drink - Restaurants, Cafes, Public Houses, Bars, Takeaways	1/20m <sup>2</sup>	1/20m <sup>2</sup>	1/20m <sup>2</sup>
<b>B1 Business</b>			
B1 (a) (b) (c) Business - Offices	1/80m <sup>2</sup>	1/250m <sup>2</sup>	1/250m <sup>2</sup>
<b>B2 General Industrial</b>			
B2	1/130m <sup>2</sup>	1/400m <sup>2</sup>	1/400m <sup>2</sup>
<b>B8 Warehouse &amp; Distribution</b>			
B8a Warehouse - storage	1/250m <sup>2</sup>	1/750m <sup>2</sup>	1/750m <sup>2</sup>
B8b Warehouse- distribution	1/250m <sup>2</sup>	1/750m <sup>2</sup>	1/750m <sup>2</sup>
<b>C1 Hotels</b>			
C1 Hotels and Hostels	1/10 beds	1/20 beds	1/20 beds

C2 Residential Institutions			
C2a Hospitals	1/80m <sup>2</sup>	1/100m <sup>2</sup>	1/100m <sup>2</sup>
C2b Nursing homes, Hostels, Retirement Homes and Respite care homes	1/7 bedrooms	1/13 bedrooms	1/13 bedrooms
D1 Non-Residential Institutions			
D1a Places of Worship, Church Halls, Public Halls	Case by case	Case by case	Case by case
D1b Clinics, Health Centres, Surgeries	1/60m <sup>2</sup>	1/100m <sup>2</sup>	1/100m <sup>2</sup>
D1c Libraries	Case by case	Case by Case	Case by case
D1d Art Galleries and Museums	Case by case	Case by Case	Case by case
D1e Primary Schools	1/10 pupils + 1/5 staff	1/10 pupils + 1/10 staff	1/10 pupils + 1/10 staff
D1f Secondary Schools	1/5 pupils + 1/5 staff	1/5 pupils + 1/10 staff	1/5 pupils + 1/10 staff
D1g Higher and Further Education Centres	1/200m <sup>2</sup>	1/350m <sup>2</sup>	1/350m <sup>2</sup>
D2 Assembly & Leisure			
D2a Cinemas	1/25 seats	1/50 seats	1/50 seats
D2b Exhibition Centres	1/25 seats	1/50 seats	1/50 seats
Bingo Halls	1/25 seats	1/50 seats	1/50 seats
Bowling Alleys	1/1 lane	1/3 lanes	1/3 lanes
Leisure Centres	1/300m <sup>2</sup>	1/400m <sup>2</sup>	1/400m <sup>2</sup>
Casinos	Case by case	Case by case	Case by case
D2d Stadia	Case by case	Case by case	Case by case
Other types of development			

## Appendix three - quick reference guide to standards

Service Stations	Case by case	Case by case	Case by case
Car Dealerships	Case by case	Case by case	Case by case
Bus and Train Stations	1/20 passengers joining services in the station's peak hour	1/20 passengers joining services in the station's peak hour	1/20 passengers joining services in the station's peak hour.

### Motorcycle parking

All land uses

A minimum of one space per twenty car spaces, with a minimum of one space provided in all non-residential developments.

### Car parking

Land Use

Car (optimum level)

	Zone A	Zone B	Zone C
<b>A1 Retail</b>			
A1a Non food retail >1000m <sup>2</sup>	1/70m <sup>2</sup> GFA	1/60m <sup>2</sup> GFA	1/50m <sup>2</sup> GFA
A1b Food retail >1000m <sup>2</sup>	1/25m <sup>2</sup> GFA	1/20m <sup>2</sup> GFA	1/16m <sup>2</sup> GFA
<b>A2 Financial and Professional Services</b>			
A2 Financial and Professional Services Banks, estate agents, building societies	1/55m <sup>2</sup> GFA	1/40m <sup>2</sup> GFA	1/30m <sup>2</sup> GFA
<b>A3/A4/A5 Food and Drink</b>			
A3/A4/A5 Food and Drink - Restaurants, Cafes, Public Houses, Bars, Takeaways	1/45m <sup>2</sup> GFA	1/30m <sup>2</sup> GFA	1/16m <sup>2</sup> GFA
<b>B1 Business</b>			

B1 (a) (b) (c) Business - Offices	1/55m <sup>2</sup> GFA	1/40m <sup>2</sup> GFA	1/30m <sup>2</sup> GFA
B2 General Industrial			
B2	1/100m <sup>2</sup> GFA	1/85m <sup>2</sup> GFA	1/75m <sup>2</sup> GFA
B8 Warehouse & Distribution			
B8a Warehouse - storage	1 car space /400m <sup>2</sup> GFA +	1 car space /300m <sup>2</sup> GFA+	1 car space /200m <sup>2</sup> GFA +
B8b Warehouse-distribution	1 lorry space /250m <sup>2</sup> GFA		
C1 Hotels			
C1 Hotels and Hostels	1/3 bedrooms	1/2 bedrooms	1/2 bedrooms
C2 Residential Institutions			
C2a Hospitals	1/50m <sup>2</sup> GFA	1/45m <sup>2</sup> GFA	1/40m <sup>2</sup> GFA
C2b Nursing homes, Hostels, Retirement Homes and Respite care homes	1/8 bedrooms	1/6 bedrooms	1/4 bedrooms
D1 Non-Residential Institutions			
D1a Places of Worship, Church Halls, Public Halls	1/34m <sup>2</sup> GFA	1/25m <sup>2</sup> GFA	1/20m <sup>2</sup> GFA
D1b Clinics, Health Centres, Surgeries	1/30m <sup>2</sup> GFA	1/25m <sup>2</sup> GFA	1/25m <sup>2</sup> GFA
D1c Libraries	Case by case	Case by case	Case by case
D1d Art Galleries and Museums	Case by case	Case by case	Case by case
D1e Primary Schools	1/2FTE staff + 2 visitor space	1/2FTE staff+ 2 visitor space	1/2FTE staff + 2 visitor space
D1f Secondary Schools	1/2FTE staff + 2 visitor space	1/2FTE staff + 2 visitor space	1/2FTE staff + 2 visitor space

## Appendix three - quick reference guide to standards

D1g Higher and Further Education Centres	1/100m <sup>2</sup> GFA	1/75m <sup>2</sup> GFA	1/55m <sup>2</sup> GFA
D2 Assembly & Leisure			
D2a Cinemas	1/16 seats	1/14 seats	1/12 seats
D2b Exhibition Centres	1/150m <sup>2</sup> GFA	1/85m <sup>2</sup> GFA	1/22m <sup>2</sup> GFA
Bingo Halls	1/16 seats	1/12 seats	1/8 seats
Bowling Alleys	1/75m <sup>2</sup> GFA	1/62.5m <sup>2</sup> GFA	1/50m <sup>2</sup> GFA
Leisure Centres	1/65m <sup>2</sup> GFA	1/50m <sup>2</sup> GFA	1/40m <sup>2</sup> GFA
Casinos	1/80m <sup>2</sup> GFA	1/70m <sup>2</sup> GFA	1/60m <sup>2</sup> GFA
Other types of development			
Bus and Train Stations	Case by case	Case by case	Case by case

The zones discussed are detailed in Chapter Four.

### Electric Vehicles

In all non-residential developments where 50 or more car parking spaces are to be provided, 16 amp electric vehicle charging points will be required in 2% of spaces. (rounding *down*)

### Blue badge parking for people with severe mobility problems

#### Car parks associated with existing employment premises

General	2% of the total parking capacity (minimum of one space)
Spaces for disabled employees	One <b>additional</b> space for each*

#### Car parks associated with new employment premises

Employees and visitors	5% of the total parking capacity
------------------------	----------------------------------

#### Car parks associated with shopping areas, leisure or recreational facilities and places open to the general public

Visitors who are disabled motorists	6% of the total parking capacity
-------------------------------------	----------------------------------



Employees who are disabled motorists, One **additional** space for each

**NOTE:** The numbers of designated spaces may need to be greater at hotels and sports stadia that specialize in accommodating groups of disabled people.

### Railway stations

Fewer than 20 spaces	Minimum of 1 reserved space
20 to 60 spaces	Minimum of 2 reserved spaces
61 to 200 spaces	6% of total parking capacity (minimum of 3 reserved spaces)
Over 200 spaces	4% of total parking capacity, plus 4 reserved spaces
Railway employees who are disabled motorists	One <b>additional</b> space for each

\* Reservations could be ensured, for example, by marking a space with a registration number.

NOTE - These standards all form part of the general car parking standards set out above, they are not to be provided in addition to the general car parking standards.

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