

- 1.8.2 As part of the Government's and Worcestershire County Council's commitment to reducing crime it is important that places are designed to be secure and safe, and also feel safe. 'Secured by Design' is the initiative by the Association of Chief Police Officers to get the design of places right, from the concept right through to completion and operation. They have design guides which the Developer should refer to; they are available on the Secured by Design website; as detailed above.
- 1.8.3 Locally the Crime Risk Manager will advise on and approve designs especially if a Secured by Design award is being sought. The idea of a communal feel to the environment and use of highway and other spaces for multiple purposes go hand in hand with natural surveillance.
- 1.8.4 Off highway cycle tracks and footways (apart from links to public transport and other amenities) are not usually needed because of low speeds and shared use. This helps to eliminate the security problems associated with these facilities where they run across open space, which is not overlooked or well used. The design should endeavour to create small clusters of dwellings that encourage neighbourliness and natural surveillance of communal and, to a certain extent, private areas. Side or rear gardens, which adjoin land with unrestricted access, should be strongly fenced or walled. The planting of thorny species can prevent access to the boundaries for vandalism and loitering along with eliminating opportunities for climbing the boundary via strong-limbed plants.
- 1.8.5 Footpath links should be short, direct and well lit with no opportunities for hiding places. Gateway design that provides for significant narrowing of the highway, gate pillars or walls and a change of surface will be self explanatory to both vehicles and strangers.
- 1.8.6 Car parking should be open to natural surveillance at all times and laid out to ensure that the cars do not obstruct sight lines for surveillance. Remote car parking, which is not secured in some way, leaves vehicles and owners at risk and will not get used once crime problems develop. To prevent these vehicles migrating to unregulated on-street parking it is vital that remote car and cycle parking is secure with owner only access via secure gated accesses and private access direct to the dwellings.
- 1.8.7 Car parking should be well lit whether in communal areas or secured private areas. Any planting should be kept to low maturing species and it may be helpful to look at guidance in Secured Car Parks standards for the design of private areas.
- 1.8.8 Cycle parking should benefit from natural surveillance or if this cannot be done enclosed cycle lockers may be a solution. In either case, to promote use, the parking should give protection against the elements, and be conveniently close to the entrance of the building that it serves.
- 1.8.9 Areas that comply with these design points may make access difficult for service, and particularly refuse vehicles. It is important to consider communal refuse areas to make the operation of the site easier and prevent unnecessary clutter from numerous wheelie bins and loose rubbish bags. This should be decided in consultation with the Council and its waste management teams. Structures and features generally should be designed to avoid encouraging or supporting crime and anti-social behaviour.
- 1.8.10 Underpasses, bridges, areas of landscaping associated with road development, drainage chambers and manholes, and water management features such as culverts are all liable to misuse and should be robustly and securely detailed.

1.8.11 Careful design can eliminate many of the chances for vandalism, graffiti and for untoward danger to younger people through misadventure while also minimising future maintenance costs.

1.9 Parking Policy

1.9.1 The Central Government publications which include varying degrees of comment on parking are particularly relevant (type of parking wholly or predominantly covered shown in brackets):

- *Manual for Streets (Residential Parking)*
- *Planning Policy Guidance 13: Transport (Non-Residential Parking)*
- *Planning Policy Statement 3: Housing (Residential Parking) – supersedes PPG3*
- *Planning Policy Statement 4: Planning for Prosperous Economies (Non-Residential Parking)*

1.9.2 These publications encourage a reduction in the number and length of motorised journeys and a move away from reliance on private cars towards more sustainable modes of transport such as walking, cycling and public transport. Worcestershire County Council fully endorses these principles.

1.9.3 It is then a delicate balance between setting parking standards that encourage less use of private cars whilst maintaining realistic levels of car parking capacity for the vitality and viability of any given development and the adjacent locale.

1.9.4 Worcestershire County Council Parking Standards are scheduled in Appendix A covering cars, disabled spaces, cycles, motor cycles, lorries, coaches and ambulances.

1.9.5 To a degree, marginal variations around these parking standards are negotiable in acceptance of the numerous factors that may apply such as location, public transport provision, walking and cycling facilities, type of residential occupants, the existing land use, public parking provision and so on.

1.9.6 When through negotiation or existing car parking constraint policies, car parking numbers are provided below the maximum standards set out in Appendix A, parking provision for disabled spaces, cycles, motor cycles, lorries, coaches and ambulances are to be provided based upon the theoretical maximum number of spaces required by the development proposals.

1.9.7 Parking for disabled people should be additional to the maximum parking standards. Development proposals should provide adequate parking for disabled motorists in terms of numbers and design (see traffic Advice Leaflet 5/95, Parking for Disable People)

1.9.8 However, the provision of car parking is invariably an emotive issue and Worcestershire County Council considers there should be a clear distinction in thinking between:

- *Car ownership*
- *Car usage*
- *Residential parking provision*
- *Non-residential parking provision*

1.9.9 Following on from these initial distinctions, appropriate "combinations" have then been considered.

Car Ownership and Residential Parking Provision

1.9.10 No numerical guidance on residential parking capacity is given in MfS, PPG13, PPS3, or PPS4, i.e. all Central Government publications listed earlier.

1.9.11 However, MfS in particular recognises that apparent attempts to restrict parking capacity on residential developments as a device to reduce car ownership, is unrealistic. MfS also recognises that the majority of garages provided on residential developments are **not** used for car parking.

1.9.12 In general therefore, Worcestershire County Council will seek residential parking capacity as set out in Appendix A, as a minimum in the context of car ownership, and will discount any garage capacity (although genuine car ports can be counted). It will also seek such residential parking capacity off-street, via individual in-curtilage facilities and/or grouped/communal parking areas.

1.9.13 Generally parking standards project a level of provision for visitors of about one space for every five homes, or 20%. The provision of visitor parking will be unallocated and can be provided either within the limits of the highway or within shared courtyard parking areas.

Car Usage and Non-Residential Parking Provision

1.9.14 Unlike residential parking provision, PPG13 does provide numerical guidance on non-residential parking standards (although it is the only one of the five Central Government publications to do so). This numerical guidance is reflected in Appendix A but with substantially more planning use classes added.

1.9.15 Again, unlike residential parking provision, Non-Residential parking provision scheduled in Appendix A will be sought and a maximum, in the context of discouraging car usage.

1.9.16 Worcestershire County Council considers that there is no contradiction in separating the issues of car ownership and car usage, and then combining these issues with residential parking provision and non-residential parking provision respectively.

1.9.17 For mixed use developments the gross floor area given to each planning class use should be used to calculate the overall maximum parking figure.

1.9.18 Given that policies and initiatives on sustainable transport modes will continue to reduce car usage, whilst accepting that realistically, current and future car ownership levels are unlikely to fall, there is arguably greater need for adequate off-street parking provision in residential areas as more and more people leave their cars at home and use other transport modes.

Notes:

In the specific case of Worcester City, the parking standards that should be used are set out in the current Worcester City Local Plan. Some parking standards differ slightly from those detailed in Appendix A and in the case

of Non-Residential Parking; the Local Plan also details a positive and quantified car parking restraint policy which does not currently apply to the remainder of Worcestershire County.

Where a developer can demonstrate that reduced residential car parking provision may be appropriate, such as in Town Centre locations where there are accessible local facilities and good public transport access, the provisions stated in Appendix A could be negotiable. In certain circumstances where exceptionally strong public transport is available, car free developments may be considered. It will be the responsibility of the Developer to demonstrate a justification for any reductions based upon a submitted Transport Assessment and Travel Plan.