

- 2.21.6 Where access to public transport or local facilities is poor, increased residential parking spaces can be provided.
- 2.21.7 For developments at or above the PPG 13 Annex D thresholds the maximum parking standards would apply. However the Council would support applications with lower levels of parking providing there would be no detrimental impact on highway safety or local amenity.

Disabled Parking

- 2.21.8 For all types of non-residential development, except where specified otherwise in the following standards tables, the provision for disabled users parking should be 5% of all spaces with a minimum of 1 space per development.
- 2.21.9 Consideration should also be made for mobility scooters for residential spaces; storage space should be provided within covered storage areas, with a dedicated power supply provided.

Notes on applying the Standards

- 2.21.10 The standards apply to new developments or extensions and to changes of use.
- 2.21.11 The standards apply to the Gross Floor Area (GFA)
- 2.21.12 The design of parking areas and service areas should avoid the need for vehicles to reverse onto the highway and in the case of service vehicles, manoeuvre or wait on the highway.
- 2.21.13 Where parking spaces are orientated at an angle of less than 90° the aisle should indicate one-way flow through the car park or alternatively turning areas will be required to avoid excessive manoeuvring.
- 2.21.14 Mixed uses will be assessed as a sum of the parking requirement of the individual elements of the scheme based on the standards. However, if for example a building used for commercial purposes has facilities for a recreational function used only by the incumbent workforce, the standards necessary for the commercial use only need be applied.

Motorcycle Parking

- 2.21.15 Motorcycle parking should be designed in accordance with IHIE Guidelines for Motorcycling (April 2005).

Dimensions and Location of Parking Spaces

- 2.21.16 The average car parking space measures 4.8m long and 2.4m wide with a 6m aisle when parking is at right angles. Alternative ways of arranging parking are shown in section 2.21.
- 2.21.17 The provision for disabled spaces is given in the parking standards and complies with the recommendations of BS 8300:2001; in grouped residential parking with less than 20 standard spaces there should be 1 space per group. Above this there should be one space for every 10 standard spaces. For disabled users car spaces should be 4.8m long and 3.6m wide but spaces of 2.4m width can be used where a shared space of 1.2m is demarked between the spaces.

- 2.21.18 For aesthetic reasons parking areas should be located behind the building line although sheltered on-street parking can be used as a speed restraint measure.
- 2.21.19 Communal visitors' spaces may be provided by widening the carriageway to accommodate a row of cars parallel to, at right angles to or at an angle to the kerb. Areas should be limited in size and numbers of spaces, and should form part of a landscaping and urban design proposal and again should serve the additional purpose of restraining vehicle speed. Groupings should be spread around the road to reduce visual impact. In the case of angled parking, the footway should be widened by 800mm to allow for vehicle overhangs.
- 2.21.20 Although residents' spaces and garages may be located on or near the frontage they should not dominate the street scene. Residents' spaces may also be located at the rear of dwellings and accessed from a separate road or drive. The parking should have natural surveillance as mentioned in Section 1.8 and the parking should be as convenient as possible to prevent resident on-street parking.

Garages

- 2.21.21 Garages should have internal dimensions to accommodate a cycle which can exit without removal of the car. Minimum internal dimensions of 4.8m x 2.4m are only acceptable where covered and secure cycle parking is provided elsewhere on the plot. Garage doors must not open over the adopted highway and visibility splays apply as for the parking spaces above.
- 2.21.22 Garages are not considered to be part of the car parking allocation.

Cycle Parking

- 2.21.23 The standards in the tables set out Worcestershire County Council's minimum requirements in terms of cycle parking for new developments and changes in use. In addition to the application of these standards, new developments will have to comply with the following principles:
- 2.21.24 Cycle racks or stands should conform to the design and dimensions as set out under Cycle Stand Design below;
- 2.21.25 For residential purposes, cycle parking should be within a covered, lockable enclosure. For individual houses this could be in the form of a shed or garage. For flats or student accommodation either individual lockers or cycle stands within a lockable, covered enclosure are required;
- 2.21.26 Cycle parking for employees should be, wherever practical, covered and in a convenient, secure location;
- 2.21.27 Short stay cycle parking, e.g. for visitors or shoppers, should be located as near as possible to the main entrance of buildings and covered by natural surveillance or CCTV. For large developments the cycle parking facility should be covered;
- 2.21.28 Reference to staff should be taken to mean the peak number of staff expected to be on site at any one time;
- 2.21.29 All cycle parking should minimise conflicts between cycles and motor vehicles; and

2.21.30 Some flexibility will be applied to applications where it can be demonstrated that strict adherence to the standards, e.g. for a multi-purpose site, is likely to result in a duplication of provision.

Cycle Stand Design

2.21.31 A Sheffield Stand is preferred as it provides support and a suitable means of locking both wheels and frames for security. The Rounded design provides additional support, particularly for smaller bicycles.



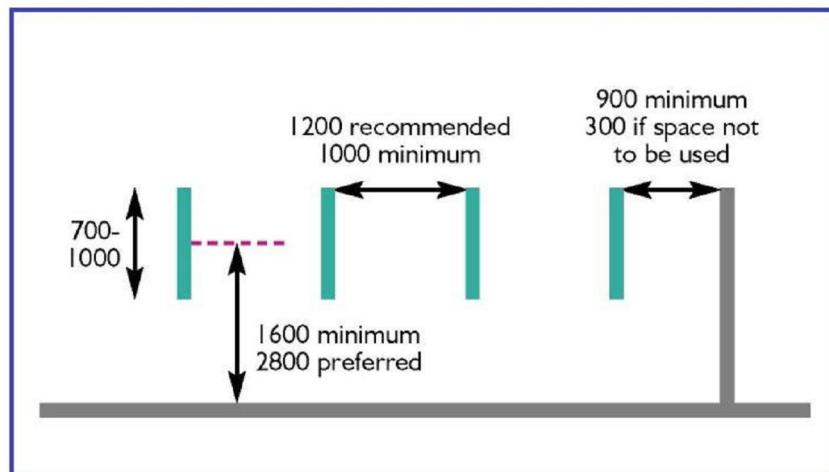
Sheffield Stand

2.21.32 These are simple, provide a convenient way to secure both a bike's frame and wheels, and accommodate different size bikes easily. If stands are spaced as recommended, they will accommodate two bikes per stand, offering a very economical solution.

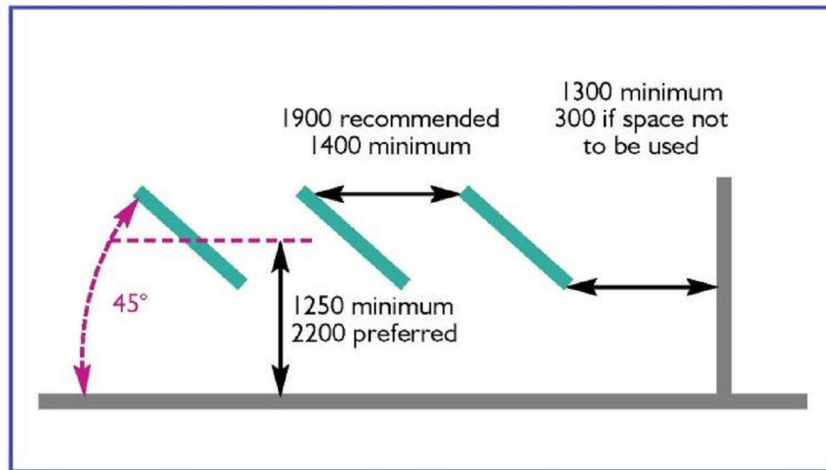
2.21.33 We do not recommend 'butterfly' type racks or variations such as wheel slots in the ground, as they do not offer proper security and will lead to damaged wheels if the bike is knocked over. It may be possible to attach robust rings or bars to walls to provide securing points for parking parallel to walls, where space is at a premium.

2.22 Cycle Parking Layout

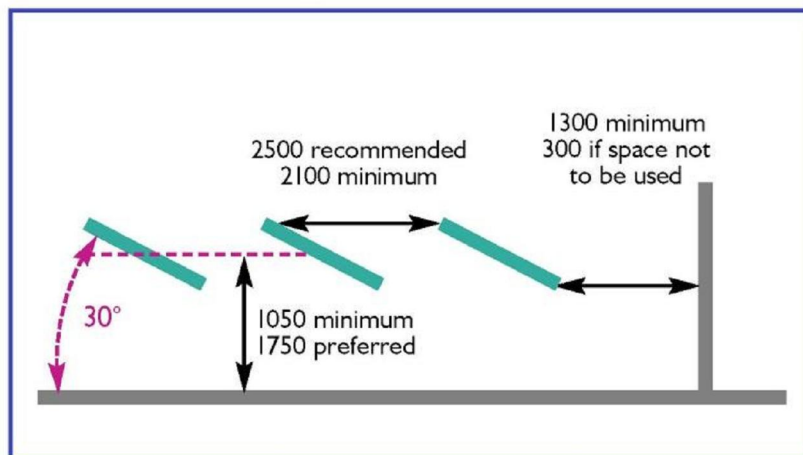
2.22.1 The diagram below shows the spacing required for cycle stands. There should be at least 1000mm gap between double rows of stands. All measurements shown are in millimetres.



Arrangement at 90° to Wall



Arrangement at 45° to Wall



Arrangement at 30° to Wall

Cycle Parking Lockers

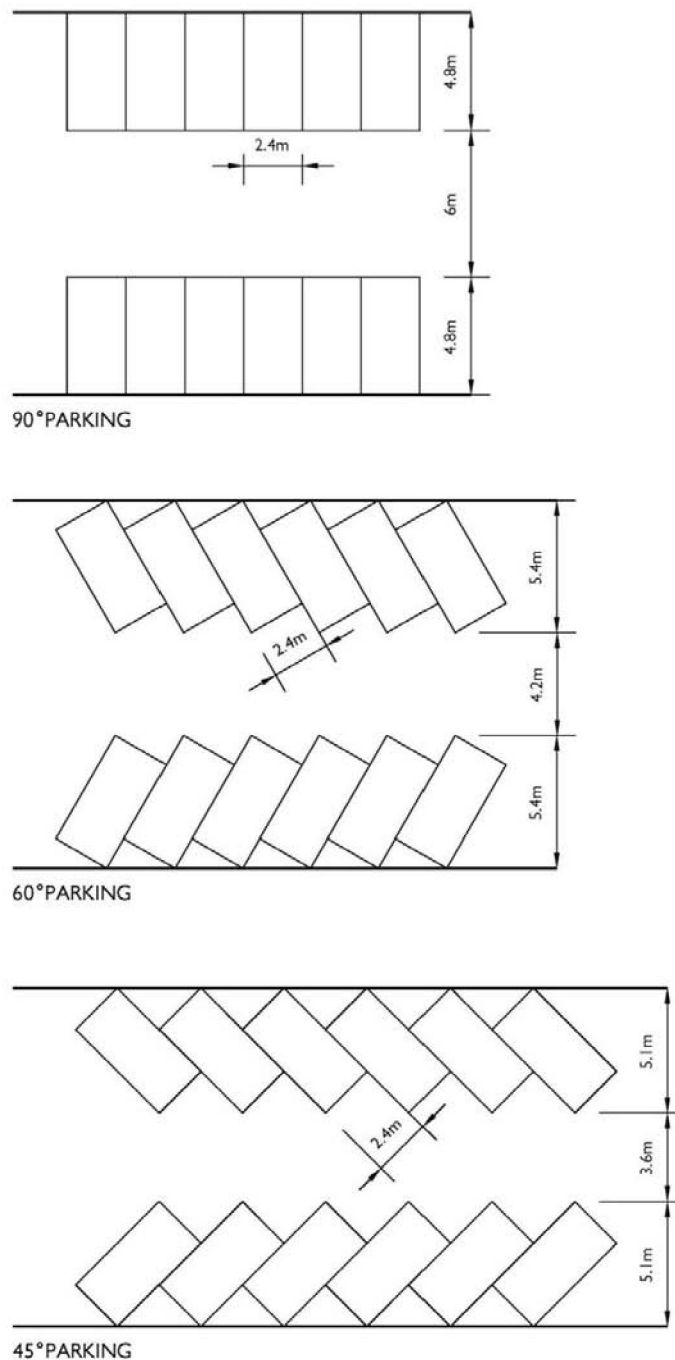
- 2.22.2 Longer-term parking might be usefully provided by cycle lockers, which provide convenient space for storing helmets and clothing, whilst also offering greater protection against vandalism or theft of accessories such as lights and saddles.
- 2.22.3 Rather than prescribe specific styles of parking stand or locker, it's more practical to specify a basic envelope of 0.9m x 2.0m, which can store 1 or 2 bikes and even tricycles. This envelope can be part of but not included in the garage allowance for a motor car or else provided as a further internal or external space, with an access route at least 0.8m wide 2.0m high - the store itself can be lower e.g. 1.4m.

Standards

- 2.22.4 The car parking standards shown in Appendix A are the maximum requirements to be applied throughout Worcestershire, however Worcester City currently operate their own parking standard and other Planning Authorities may adopt a specific parking standard in the future.
- 2.22.5 Cycle Parking, Disabled Parking and Motorcycle Parking provision is based on the maximum parking standard and shall be provided over and above the required site provision.

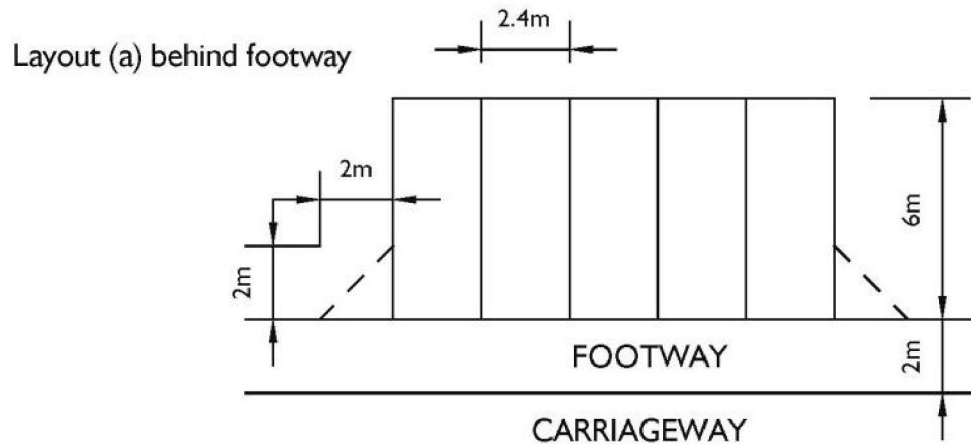
Car Parking Layout

Alternative Ways of Arranging 12 Car Parking Spaces

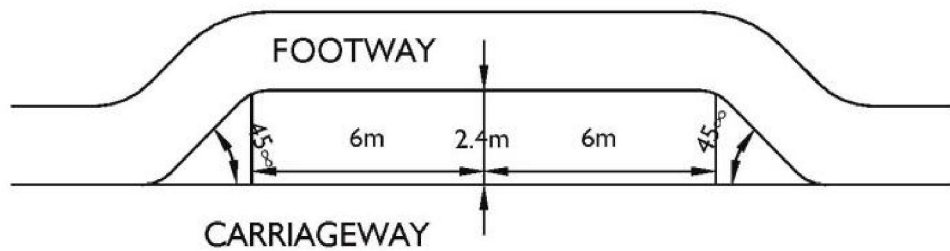


Grouped Car Parking

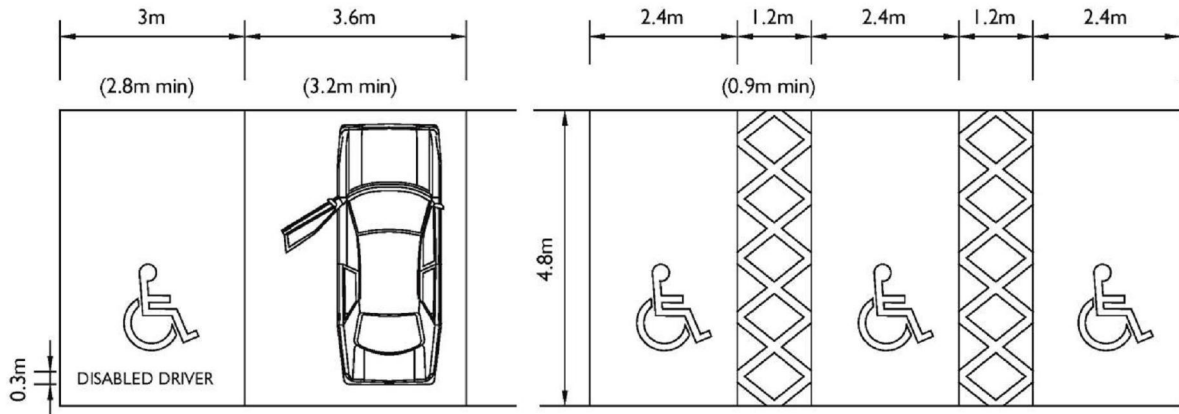
With direct access to highway up to maximum of 5 bays



Layout (c) parallel parking



Parking for the Disabled

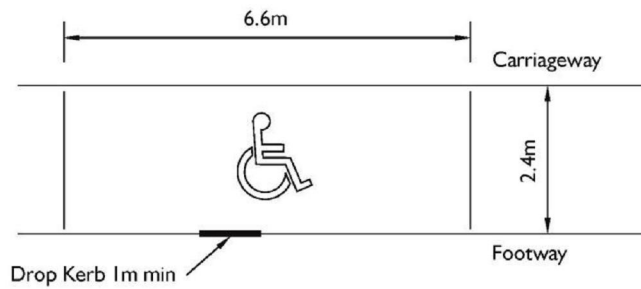


Ambulant disabled user - only where space is limited full width for wheelchair user preferred particularly in public car parks

Wheelchair user

Marked out shared space between 2 standard bays

Standard end bay with long side open for access



Parking side-on to kerb

Disabled detail S/S 1m tailgate provision