

Parking

Supplementary Planning Document

Adopted July 2014



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Bournemouth's parking guidelines: Borough wide parking provision

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1 Introduction

1 Introduction

1.1 Background.

1.1.1 Anticipated levels of development are expected to generate increasing vehicle numbers in the borough. This can give rise to congestion and road safety issues as well as harming the public realm and public amenity.

1.1.2 Accessibility to public transport and local services acts to reduce the demand for car ownership and increases the use of non-car transport especially for journeys to work. Census data shows that car ownership and method of travel to work varies by location, tenure, and number of habitable rooms. E.g. in the Town Centre, car ownership is at its lowest with 42.6% of households without a car. This reduces to 20.3% in the suburban areas of the borough.

1.1.3 Car ownership is set to continue growing although this rate of growth may slow. While the Council has no powers for controlling car ownership it does have a responsibility to manage the increasing numbers of vehicles, to reduce any potential negative impacts and ensure an efficiently functioning highway network.

1.1.4 If policies are not developed to effectively manage the parking associated with new developments, this is likely to intensify existing on-street parking pressure, thus leading to more frequent incidences of illegal and anti-social parking. Police obstruction data shows that over the five-year period to 2011, more than 4,000 reported obstructions occurred across the borough; averaging at 2.13 a day in 2010. Without the provision of appropriate parking more obstructions are likely to occur.

1.1.5 Good design is critical to a successful development, as it offers the first and last impression; the design and layout need to feel intuitively safe and welcoming. Without this a development is unlikely to unlock its full potential.

1.2 Purpose of the document.

1.2.1 The objective of this Supplementary Planning Document (SPD) is to set out the parking standards for new development.

1.2.2 This SPD is intended to provide clear guidance and certainty to developers as to the Council's approach to vehicle and cycle parking provision at new developments. The document also provides guidance on the layout and design of these.

1.2.3 All parking standards are presented as benchmark figures with the exception of cycle standards which are considered as minimum levels.

1.3 Approach and document structure.

1.3.1 It is considered that a borough-wide approach for residential and non-residential parking standards is necessary to provide a holistic parking strategy for new development within the borough.

1.3.2 This SPD covers two areas. The first section provides general guidance for parking design necessary for safe, convenient and appropriate parking, and the second section sets out the parking standards for various use classes.

1.4 Document status.

1.4.1 This document has undergone full public consultation from December 2013 to February 2014, and was adopted by full Council in July 2014.

1.4.2 This document has also been subject to an Equalities Impact Needs Assessment, which is available to view on the Council's website.

2 Layout and Design Guidance

2 Layout and Design Guidance

2.0.1 The way that parking is accommodated and arranged can have a profound effect on road safety, access for emergency services, pedestrians, cyclists, environmental quality, character and appearance of a development.

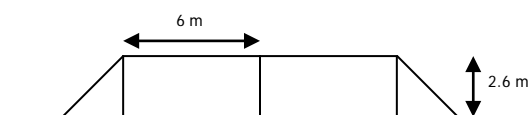


2.1 Car.

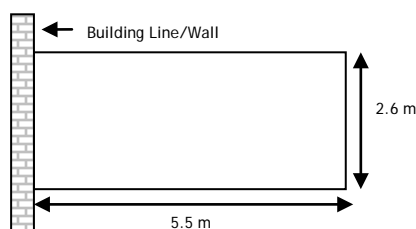
2.1.1 The minimum dimension of a standard car parking space is 2.6 m x 5 m.



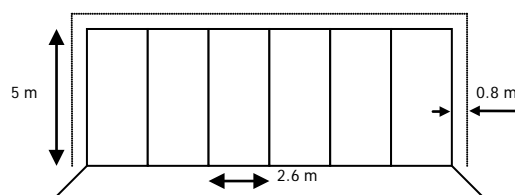
2.1.2 The long dimension should be extended to 6m for parallel bays as a minimum.



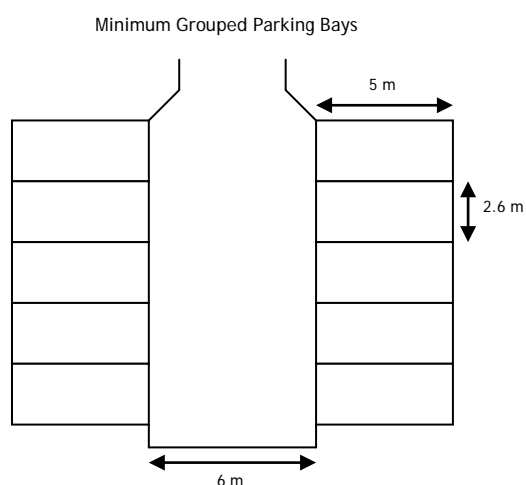
2.1.3 Widths and lengths of spaces may need to increase if those spaces are next to a wall or footway. The minimum distance expected between the end of the car (or car door) and a solid object (wall/fence) is 0.5 m.



2.1.4 For perpendicular bays an overspill of 0.8m is needed.



2.1.5 The aisle width between rows of spaces should be at least 6.0 m to enable vehicles to manoeuvre safely. For larger grouped parking areas an aisle width of 7 m is needed.

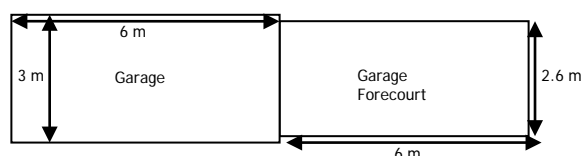


2.1.6 For echelon (angled) parking bays the minimum acceptable length will be 4.2 metres. The width of the bay and the angle of approach vary depending on the design. For a 2.6 metre-wide bay, the aisle widths are typically: 6.0 m at 90 degrees, 4.2 m at 60 degrees and 3.6 m at 45 degrees. These width requirements may be reduced if the spaces are made wider.

2.1.7 Swept-path analysis can be used to assess the effect of oversized spaces on reducing the need for manoeuvring space. Echelon bays should be arranged so that drivers are encouraged to reverse into them to avoid poor visibility from adjacent parked vehicles.

2.1.8 Different layouts, such as, herringbone, have different overall space requirements and the detailed layout of car parking will be site-specific.

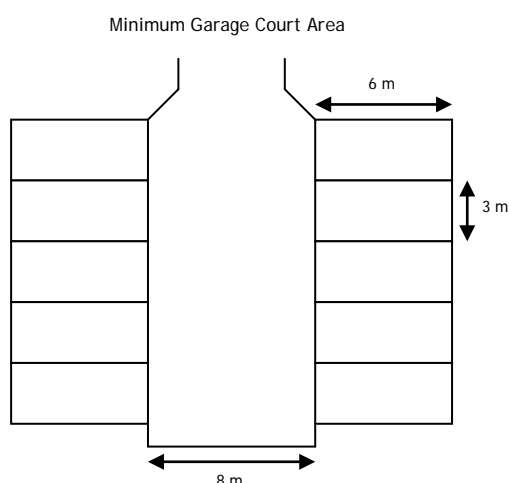
2.1.9 Research has shown that in many developments, less than half of all garages are used for car parking, instead being used for storage. In terms of sizes, an internal minimum of 6 m x 3 m is considered appropriate to ensure that a large modern family car will fit comfortably with room left for some general storage.



2.1.10 This 3m x 6m must be a clear, unobstructed space to allow for the entry and exit from the vehicle. Garages must also have entrances wide and high enough to allow for large family cars and take account of space needed to open and close garage doors. Driveways in front of garages should be at least 6m long clear of a footway, carriageway or shared surface. Garages will only be counted as a parking space where they meet the minimum size requirements.

2.1.11 For larger garages where cycle storage is expected, dimensions of 3 m x 7 m or 4 m x 6 m, would be considered appropriate.

2.1.12 Where a garage court area is provided an aisle width of 8 m is necessary to sufficiently accommodate turning movements. A garage bay of 3 m x 6 m is also required.



2.1.13 Visitor spaces should be marked 'VISITOR' where they are located within private car parking areas.

2.1.14 Turning/Tracking diagrams may be required to demonstrate that vehicles can manoeuvre safely into and out of spaces.

2.2 Cycling.

2.2.1 The Council considers cycle parking a key element of a development as it can significantly encourage cycling. Cycle parking should be considered at the earliest stages of any design and should not be a last minute add-on.

2.2.2 Cycle parking should be located in the most accessible location near the main entrance to any development and should be easier to access than car parking with the exception of car parking for disabled users. Separate cycle stores on the frontage of new developments are not encouraged as these should be integrated into the main building wherever possible.

2.2.3 Cycle parking should be in a visible, well illuminated location to encourage use and with natural surveillance to discourage theft. Cycle storage identified in habitable rooms, general storage areas, bin stores, circulation areas, or on balconies will not be considered acceptable.

2.2.4 All cycle parking should be in the form of coated Sheffield Stands in accordance with the following diagram. An additional crossbar 500 mm above the ground should be provided where children are likely to be regular users. Other forms of stand (e.g. butterfly/wheel bender and double deck) have been associated with well documented problems and are not acceptable unless written approval has been gained from the Local Highway Authority.

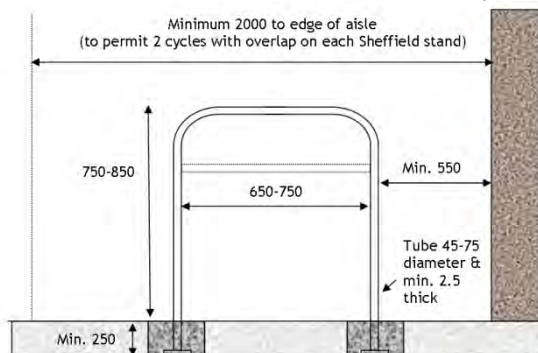
2.2.5 Where cycle storage is provided within a store or building, it should be for the exclusive use of cycles. Cycle storage areas should be conveniently located with level access and users should not have to negotiate more than one door with their cycle. Storage areas should be lockable. Where cycle parking is provided to the rear or sides of a building, the access way should be a minimum of 1500 mm wide over a distance of no more than 10 m.

2.2.6 Sheffield Stands should be spaced in accordance with the following drawings. Sub-standard spacing significantly reduces

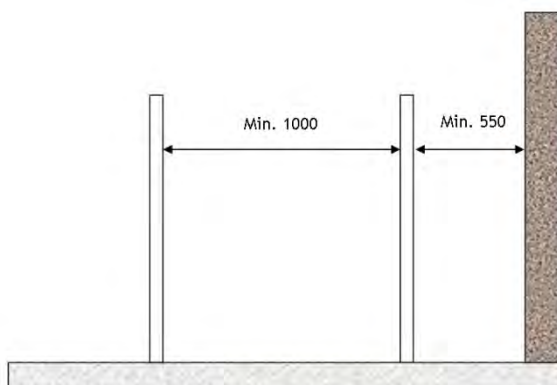
capacity and the ability to handle bikes with luggage etc.

2.2.7 Stands should be installed on level ground. Where stands have to be positioned on a slight slope, they should be aligned at right angles to the slope to prevent bikes from moving.

2.2.8 Embedded Sheffield Stands are preferred and should be embedded to a depth of at least 250 mm and concreted into place.



2.2.9 Bolt down Sheffield Stands are only acceptable if they are fitted with tamper proof bolts which prevent the easy removal of the stand and attached bikes.



2.2.10 In coastal environments marine grade stainless steel (SAE 316) is considered a minimum requirement due to its greater resistance to corrosion and is expected for developments near to the coastline. Elsewhere coated steel should be used.

2.2.11 Three forms of cycle parking are specified within the cycle parking standards:

- **1. "Public".**

2.2.12 Sheffield Stands in a publicly accessible area. Generally for visitor parking, but can also be used by staff of the

development if they are covered. These stands must be in an area with good natural surveillance.

- **2. "Secure Covered".**

2.2.13 Sheffield Stands should be arranged within a robust weather proof store with a lockable door. The structure and locking mechanism should be resistant to forced entry. Any store with plastic or steel mesh panels, should have steel bars at sufficient intervals to prevent the removal of cycles via a removed panel.



2.2.14 The cycle store needs to be in an accessible location and have interior and exterior illumination. Adequate lighting should also be provided along the route to the store.

2.2.15 Sheffield stands within the stores should be placed in accordance with the accompanying diagrams. Any access aisle should have a minimum width of 1200 mm between parked bicycles. Any access door should have a minimum width of 1100 mm. Each cycle space should be accessible and not obstructed by other cycles in the store.

2.2.16 Authorised users of the store should be provided with keys or swipe cards to provide access.

- **3. "Secure Covered Residential".**

2.2.17 For residential developments, a walk-in store should be constructed of masonry with a lockable door. The structure and locking mechanism should be resistant to forced entry.

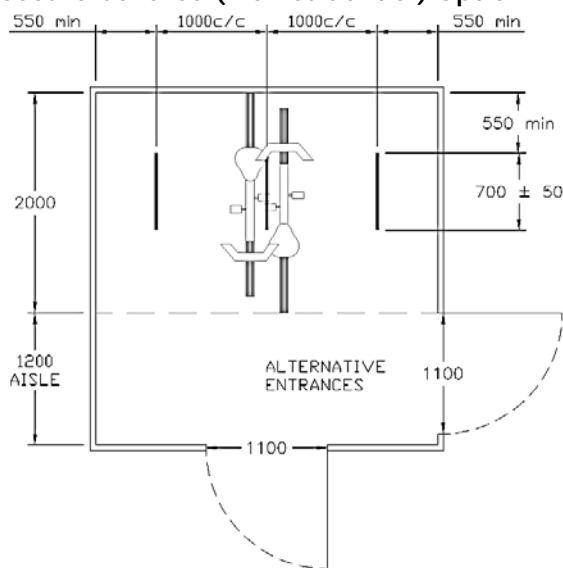
2.2.18 The cycle store needs to be in an accessible location and have interior and exterior illumination. Adequate lighting

should also be provided along the route to the store.

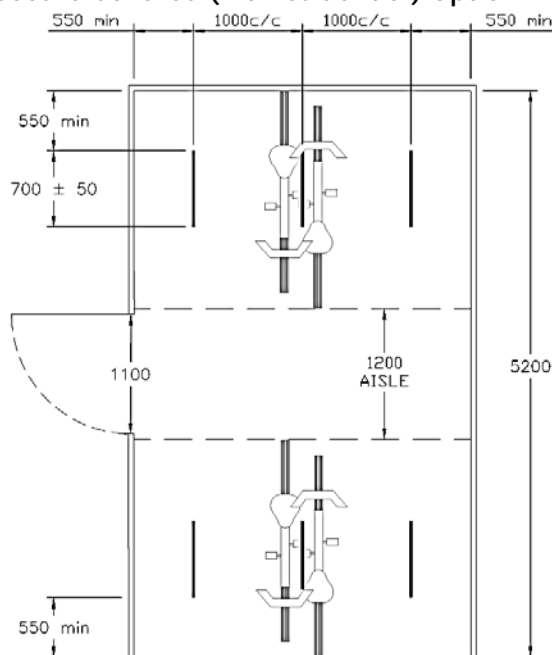
2.2.19 Sheffield stands within the stores should be placed in accordance with the accompanying diagrams. Any access aisle should have a minimum width of 1200 mm between parked bicycles. Any access door should have a minimum width of 1100 mm. Each cycle space should be accessible and not obstructed by other cycles in the store.

2.2.20 Authorised users of the store should be provided with keys or swipe cards to provide access.

Secure Covered (inc Residential) Option A



Secure Covered (inc Residential) Option B



2.3 School Scooter Facilities.

2.3.1 In addition to the expected cycle provision some foot propelled scooter facilities should be provided within the curtilage of the site. Such facilities should be under cover, in safe well lit areas near all the main entrances.

2.3.2 The Sustrans publication "Cycle and Scooter Parking for Schools and Colleges" provides further guidance on the design of such facilities.

2.4 Powered Two Wheelers (PTW).

2.4.1 Powered two wheeler parking should be clearly signed and marked, indicating that it is reserved for powered two wheelers only.



2.4.2 Sites should have; dropped kerb access, anchor points, solid surfacing that does not become soft in hot weather and natural surveillance. Sites should be illuminated and ideally located away from drain gratings, manhole covers, studs, cats eyes, cobbles and gravel.

2.4.3 PTW parking bays are generally not marked out for individual bikes, allowing flexible and efficient use of limited space by bikes of different sizes.

2.4.4 Provision should be made in which to secure PTWs. There are 2 basic types of anchor points to which motorcycles can be secured to reduce the risk of theft:

1. Ground Level - An anchor point below the surface, with a loop allowing the user's own lock to be passed through. Anchor points require regular maintenance and can be dirty to use.

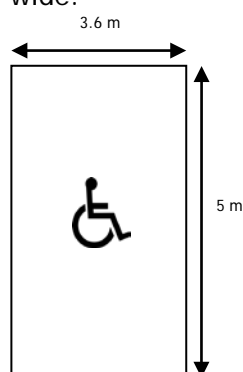
2. Raised – A horizontal bar is provided at a height of approximately 400-600 mm and requires the user to use their own lock. Horizontal bars should be welded or fixed with tamper proof bolts.

2.5 Disabled Parking Requirements

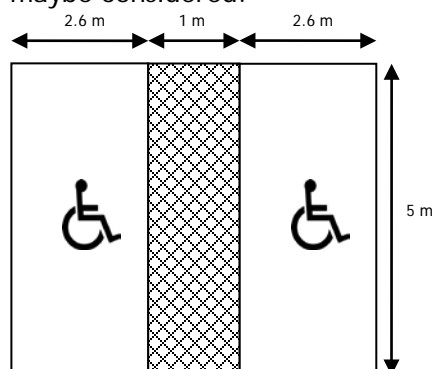
2.5.1 For many disabled people and others with limited mobility, the private car is their only means of travel.

2.5.2 To ensure provision of disabled friendly parking spaces, the Council would normally require a level of parking provision for disabled persons.

2.5.3 Parking bays for people with disabilities should be designed so that drivers and passengers, either of whom may have a disability, can get in and out of the car easily and safely. Parking spaces should be 3.6 m wide.



2.5.4 Alternatively, two standard 2.6 m wide spaces with a shared space of 1 m between may be considered.



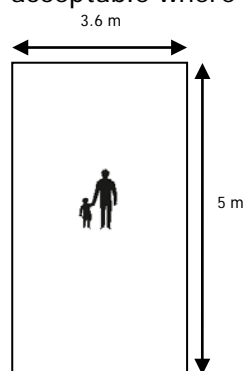
2.5.5 Any disabled parking should be within 50 m of the main pedestrian entrance to the building it serves, with appropriate pedestrian level access the entire distance. Parking provision for people with disabilities in residential locations on-street may be considered.

2.5.6 The level of provision required for both residential and non-residential (in accordance with Department for Transport guidance) development are outlined in Appendix 1.

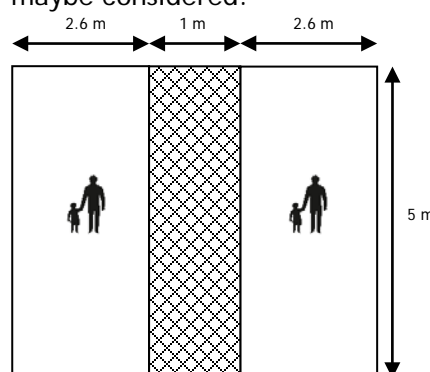
2.6 Parking for People with Young Children

2.6.1 Parents with young children can find it difficult to access conventional parking spaces and the provision of dedicated parking should be considered in retail developments.

2.6.2 Such spaces should be marked with a suitable symbol and located close to the building. Parking spaces should be 3.6 m wide or have a transfer area 1 m to one side of a standard space, 3.2 m wide spaces may be acceptable where space is limited.



2.6.3 Alternatively, two standard 2.6 m wide spaces with a shared space of 1 m between may be considered.



2.7 Loading and Servicing

2.7.1 Loading and servicing can impact on the efficiency of on-site operations, road safety, congestion levels on surrounding roads and the amenity of the area.

2.7.2 Loading and servicing requirements may be unique to a particular site. Activities should be arranged to minimise, and where possible avoid, adverse impacts on the site and surrounding areas. Where loading and

servicing provision is required it should be clearly signed and marked to avoid being utilised as an overflow parking area for cars.

2.7.3 Development proposals should make provision for loading and servicing activities as follows:

- Demonstrate that loading and servicing activities for the site can take place without disruption to pedestrians, cyclists and vehicles; both on and off the site.
- Where no designated areas/bays are provided on-site for loading and servicing activities, the applicant will need to demonstrate how loading and servicing will be carried out in a Delivery Servicing Plan, or Parking Management Plan.

2.7.4 In considering planning applications the Council will, in appropriate cases, control the hours of delivery and/or define routes for delivery activities by HGVs with the aim of minimising intrusion and disturbance and/or limiting the impact of deliveries on the road network.

2.7.5 The Council encourages the use of newer and quieter delivery vehicles where possible. In particular the Council recommends for refrigerated deliveries the installation of a power socket in the delivery area, so that a vehicle's refrigerating unit can operate with minimum noise nuisance and air quality issues. For certain locations and uses consideration will also need to be given to the need for garaging commercial vehicles on the premises.

2.7.6 A Delivery Servicing Plan may be required for certain developments to outline how applicants propose to reduce the impact of delivery servicing operations when a development is completed and operational.

2.7.7 Further advice on service vehicle provision can be found in the Freight Transport Association's publication "Designing for Deliveries".

2.8 Shared Parking.

2.8.1 Shared use of parking areas is highly desirable, provided this works without conflict and that car parking provision is within the standard that requires the most number of car spaces applicable.

2.8.2 Conflict should not occur so long as the shared use developments operate at differing times of day or days of the week, or the development is considered ancillary to other activities (i.e. food and drink within a retail area).

2.8.3 Shared use may result in a reduction of the number of parking spaces which a developer is required to provide. For example, a mixed use development of shops, requiring 100 spaces for daytime use and leisure requiring 120 spaces for evening use, can suffice with 120 spaces in total.

2.9 Mobility Scooters

2.9.1 Consideration should be given to safe covered storage and charging points for mobility scooters, electric wheelchairs and similar mobility aids especially when designing Retirement or Warden Controlled Developments.

2.10 Coaches and Minibus

2.10.1 Developments likely to generate coach traffic should provide appropriate off-street parking facilities for the stopping, setting down and picking up of passengers as well as appropriate turning facilities (avoiding the requirement for coaches to reverse in or out of a site where possible, taking into consideration highway & pedestrian safety).

2.10.2 Where pick-up/drop-off is in a designated bus bay set into the kerb/footway, or immediately between designated car parking areas on the highway, it should ensure adequate space for entry and exit tapers.

2.11 Underground and Multi-Storey Parking.

2.11.1 Parking solutions that incorporate multi-storey car parks above and/or below ground will be supported in appropriate locations where a high quality street frontage is retained and subject to and in accordance with the technical guidance offered by the Institute of Structural Engineers "design recommendations for multi-storey and underground car parks" (2011) or any future update. The parking bay sizes for any multi-storey or underground car park should accord with those set out in this SPD.

2.12 Electric Vehicle Charging

2.12.1 Interest has been growing recently in alternative engine technologies, such as

electric vehicles, as a means of reducing vehicular emissions. The Council wishes to encourage the use of electric vehicles and will work with developers where the inclusion of charging points is considered appropriate.

2.12.2 If Electric Vehicle Charging Infrastructure (EVCI) is to be provided, consideration should be made as to how recharging facilities can be provided either at the outset (active provision), or by facilitating its introduction in the future (passive provision). Ideally any development that provides EVCI should provide a combination of both approaches.

2.12.3 Please refer to the Transport for London "Guidance for implementation of electric vehicle charging infrastructure" for more guidance.

2.13 Car Clubs

2.13.1 A car club allows members to hire a car on an hourly basis for occasional short term use. Membership of a car club obviates the costs of vehicle purchase, parking permits, vehicle excise duty, MOT, maintenance and insurance.

2.13.2 When effectively managed, car clubs have been shown to reduce, particularly second, car ownership. This can help to reduce traffic and parking pressure. The Council therefore wishes to promote the use of accredited car clubs and as such Bournemouth Council is developing a car club network which needs to be supported and extended for new developments.

2.13.3 A car club works best if some residents do not own a car, and car parking spaces are restricted so that few households have two cars on site.

2.13.4 Nationally, lessons have been learned on how to operate successful car clubs. There are a number of key elements recognised as being crucial to the success of car clubs.

- High density housing
- Commercial users
- Parking restrictions
- Property Development
- Supportive Local Authority
- On-street parking bay(s)

2.13.5 The location of car clubs is therefore important to their success. Large commercial users facilitate the use of the car club during the daytime, when residents are at work, with residents using the vehicles mainly in evenings and weekends. This ensures commercial viability of the car club and therefore its long-term sustainability.

2.13.6 Car clubs work best by complementing other sustainable travel modes such as public transport, walking and cycling rather than as a standalone solution. Therefore car clubs will generally be supported for developments within the Town and District Centres (Zones 1 and 2), if viability can be demonstrated. Further advice is available from the [CarPlus](#) website.

2.14 Car Sharing

2.14.1 Car sharing can be an effective way of reducing single person car trips for those who do not feel that walking, cycling or public transport is a viable alternative mode.

2.14.2 Provision of car sharing bays should be based on anticipated modal splits associated with the development. This could be based on a variety of assessment methodologies, including surveys carried out as part of the travel plan process, the TRICS trip generation and analysis database, employer held data on employee travel behaviour, or Journey to Work Census data.

2.14.3 The provision of bays should be in a preferential location, usually within close proximity to the site entrance, and should be provided from the outset, as travel patterns can be difficult to change once they have become established. Car share bays are not counted as additional spaces and should be clearly marked as being for car share use only.

2.14.4 To ensure the success of the car sharing scheme employees should be provided with a paid subscription to a car sharing database and access to a pool vehicle will be expected where business travel is expected.

2.14.5 The benefits to employers from using car sharing can be significant. Particularly the cost savings associated with a higher employee to car parking ratio can often have the greatest identifiable financial benefit.

2.15 Holiday Accommodation

2.15.1 Holiday accommodation such as holiday flats, self-catering apartments and serviced apartments, typically let on a weekly basis but no longer than 56 days, often experience difficulties with their parking needs.

2.15.2 Conflict is most common when holiday accommodation is proposed alongside residential development due to the irregular occupancy and the lower turnover of parking spaces that holiday accommodation exhibits.

2.15.3 Where residential accommodation and holiday accommodation are proposed as part of the same development (or site) the Council expects the parking provision for holiday accommodation to be on-site, on an allocated basis, grouped together and annotated as specifically for use of the holiday accommodation units only.

2.16 Drainage

2.16.1 Parking areas should be constructed and drained to an adequate standard so that the spaces provided are available at all times. Where technically feasible, sustainable drainage systems (SUDS) are expected, in accordance with Local Plan Core Strategy Policy CS4.

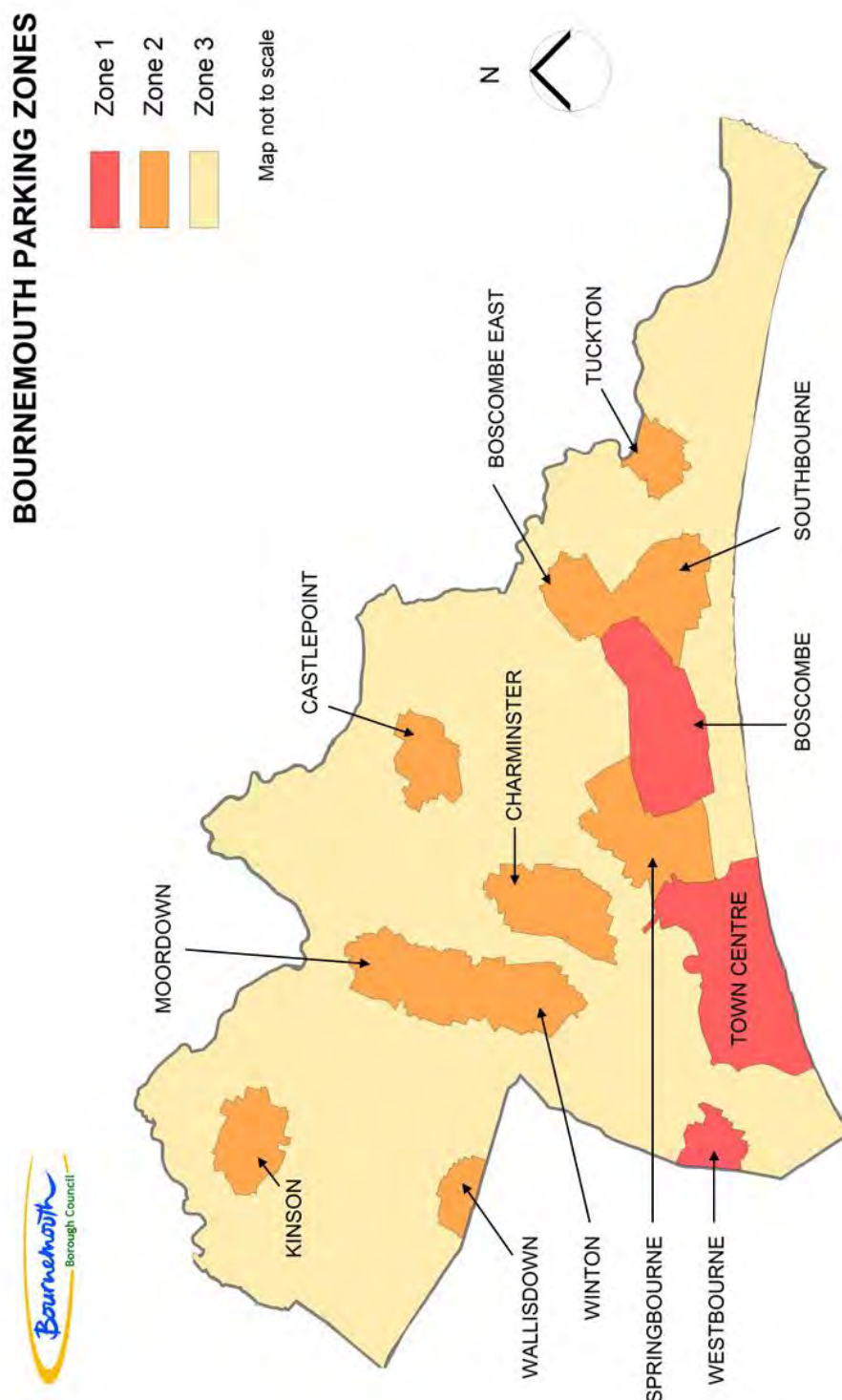
2.16.2 Any proposed SUDS should take into account Environment Agency guidance, and provide appropriate arrangements for their future maintenance. Within 200 metres of cliff tops and steep slopes there is a presumption against the use of soakaways and so alternative measures will be required.

3 Parking Standards

3 Parking Standards

3.1 Zonal Approach.

3.1.1 The parking standards are applied on a zonal basis. The borough has been divided into three zones reflecting differing accessibility levels. An outline of the zones is shown below.



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3.1.2 It should be noted that the zone boundaries are based approximately on a 400m accessibility buffer of the principal and secondary centres that reflects walking distance. Large scale maps of the three Zones are included in Appendix 2.

Zone 1- Town Centre Area Action Plan Area (TCAAP), Westbourne and Boscombe District Centres.

3.1.3 Zone 1 comprises the TCAAP area and an approximate 400 metre boundary (5 minutes walk) around the Boscombe and Westbourne District Centres. All three areas in this zone have a high degree of accessibility to public transport, services, shops and other facilities. Car ownership in these locations is generally lower than the borough average.

Zone 2- Other District Centres.

3.1.4 The District Centres of Boscombe East, Castlepoint, Charminster, Kinson, Moordown, Springbourne, Southbourne, Tuckton, Winton and Wallisdown have good local services, shops and other facilities, but are generally smaller and have lower accessibility levels than the centres in Zone 1. The provision of bus services is generally lower than in Zone 1 and car ownership higher. An approximate 400 metres boundary (5 minutes walk) has again been applied around these District Centres.

Zone 3- Suburban.

3.1.5 Outside the two zones associated with the Town Centre and District Centres the remainder of the borough is considered suburban in nature with the lowest level of access to public transport, services and facilities. These less accessible areas are where car ownership is at its highest.

3.2 Benchmark parking standards.

3.2.1 The benchmark figures reflect a summary of best available evidence regarding the likely parking demand requirement for most use classes for across a range of modes. For the purpose of the Parking SPD the benchmarks are expressed as a required standard unless otherwise stated.

3.2.2 There are differences in broader policies (e.g. TCAAP) and parking pressure within Zone 1. Standards for Boscombe and Westbourne thus differ from those in the

TCAAP area for some use classes and are clearly highlighted in the parking tables.

3.2.3 In accordance with paragraph 4.6.12 of the TCAAP, parking in the Town Centre for classes A1, A2, A3, A4, A5 and D2 will be provided in public car parks. For other use classes within the TCAAP and developments in the Westbourne and Boscombe parts of Zone 1, development with lower levels of car parking than in Zones 2 and 3 may be acceptable depending on exceptional circumstances.

3.2.4 Standards are presented in spaces per square metre of Gross Floor Area (GFA) of buildings unless otherwise indicated. GFA is defined as the total area of a building, including the areas of any floors/ storeys, as measured externally. In calculating parking provision, due allowance has been made for the parts of buildings which are not available for the predominant use, e.g. lift shafts, stair wells, plant rooms, circulation space, etc.

3.2.5 When calculating parking provision, fractions of spaces are to be rounded up to the nearest whole number.

3.2.6 Where a building is used for a number of separate purposes (e.g. shops and flats), the appropriate parking provision will be considered for each particular purpose. Where a number of uses occur ancillary to a main use in a single planning unit (e.g. office and store ancillary to a shop), the appropriate parking provision for the whole building/ buildings will be that attributable to the main use.

3.2.7 For residential developments to take account of the demand for visitor parking an additional 0.2 spaces per dwelling should be provided when allocated spaces exceed 50% of the parking provision for the development. In all other cases the visitor parking allowance is made within the benchmark figures. The Councils preferred approach, particularly for flats is unallocated parking provision as research suggests this is the most efficient method.

3.3 Variation from the parking standards.

3.3.1 The general presumption is that sufficient car parking should be provided within the development in accordance with the benchmark figures for the appropriate zone. There should be no reliance on on-street parking, unless it has been appropriately designed in from the start (i.e. large new residential developments). Robust justification should be provided to support any variation from the benchmark figures.

3.3.2 Displacement parking in surrounding streets to accommodate the level of parking demand required is not supported, unless sufficient and adequate on-street capacity has been demonstrated to the Council's satisfaction.






3.3.3 A parking survey and assessment of the level of 'Parking Stress' (number of parked vehicles as a percentage of the number of standard available parking spaces) is one such method of demonstrating whether there is on-street capacity to absorb any displaced parking, especially for residential development. Further guidance is available in the Council's Parking Survey and Assessment Note.

3.3.4 If the standard is to be varied as a result of exceptional circumstances, consideration must also be given as to whether any permission should be made personal to a particular occupier; be granted on a temporary basis; or made subject to a condition linking use of any excess parking spaces to occupation by a named user. The developer will need to justify any reduction below benchmark parking demand and if necessary propose acceptable mitigation measures.






A1: Shops

Shops, retail warehouses, hairdressers, travel & ticket agencies, post offices, pet shops, sandwich bars, showrooms, domestic hire shops, dry cleaners, funeral directors & internet cafes.

A1 Food Retail.






A1 Food Retail	 Cars: Staff & Visitor (Benchmark)	 Loading & Servicing (Benchmark)	 Cycle Spaces (Minimum)	 Minibus/Coach (Benchmark)	 PTW (Benchmark)
Zone 1 (TCAAP only)	Nil: use public car parking	Servicing Management Agreement HGV: 1/1000 m ² minimum of 1 space	Public (visitor/staff): 0.5/100 m ²	To be agreed with Local Highway Authority (LHA)	Nil: use public car parking
Zone 1 (Westbourne, Boscombe), Zone 2 & Zone 3	5/100 m ²	As above	As above	As above	1.5% of car spaces

A1 Non-food Retail.

A1 Non-Food Retail	 Cars: Staff & Visitor (Benchmark)	 Loading & Servicing (Benchmark)	 Cycle Spaces (Minimum)	 Minibus/Coach (Benchmark)	 PTW (Benchmark)
Zone 1 (TCAAP only)	Nil: use public car parking	Servicing Management Agreement HGV: 1/1000 m ² minimum of 1 space	Public (visitor/staff): 0.5/100 m ²	To be agreed with LHA	Nil: use public car parking
Zone 1 (Westbourne, Boscombe), Zone 2 & Zone 3	4/100 m ²	As above	As above	As above	1.5% of car spaces

A2: Financial/Professional.






Financial services such as banks and building societies, professional services (other than health and medical services) including estate/employment agencies and betting offices.

A2: Financial/ Professional.	 Cars: Staff & Visitor (Benchmark)	 Loading & Servicing (Benchmark)	 Cycle Spaces (Minimum)	 Minibus/Coach (Benchmark)	 PTW (Benchmark)
Zone 1 (TCAAP only)	Nil: use public car parking	To be agreed with LHA	Secure Covered (staff): 1/100 m ² Public (visitor/staff overflow): 0.2/100 m ²	To be agreed with LHA	Nil: use public car parking
Zone 1 (Westbourne, Boscombe), Zone 2 & Zone 3	3.3/100 m ²	As above	As above	As above	1.5% of car spaces

A3: Restaurants and Cafes & A4 Drinking Establishments.






A3 For the sale of food and drink for consumption on the premises - restaurants, snack bars and cafes.

A4 Public houses, wine bars or other drinking establishments (but not night clubs).

A3: Restaurants and Cafes.	 Cars: Staff & Visitor (Benchmark)	 Loading & Servicing (Benchmark)	 Cycle Spaces (Minimum)	 Minibus/Coach (Benchmark)	 PTW (Benchmark)
Zone 1 (TCAAP, Boscombe only)	Nil: use public car parking	Servicing Management Agreement. HGV: 1/500 m ² minimum of 1 space	Public (visitor/staff): 1.5/100 m ²	To be agreed with LHA	Nil: use public car parking
Zone 1 (Westbourne), Zone 2 & Zone 3	6/100 m ²	As above	As above	As above	1.5% of car spaces






A5: Hot Food Takeaways.

For the sale of hot food for consumption off the premises.

A5: Hot Food Takeaways.	 Cars: Staff & Visitor (Benchmark)	 Loading & Servicing (Benchmark)	 Cycle Spaces (Minimum)	 Minibus/Coach (Benchmark)	 PTW (Benchmark)
Zone 1 (TCAAP only)	Nil: use public car parking, but with appropriate (short-stay) kerbside parking nearby if fronting highway. Subject to agreement with LHA	To be agreed with LHA	Public (visitor/staff): 1.5/100 m ²	To be agreed with LHA	Nil: use public car parking
Zone 1 (Westbourne, Boscombe), Zone 2 & Zone 3	6/100 m ² with appropriate (short-stay) kerbside parking nearby if fronting highway. Subject to agreement with LHA	As above	As above	As above	1.5% of car spaces






B1: Business

Offices (other than those that fall within A2).

B1: Business	 Cars: Staff & Visitor (Benchmark)	 Loading & Servicing (Benchmark)	 Cycle Spaces (Minimum)	 Minibus/Coach (Benchmark)	 PTW (Benchmark)
Zone 1	2.5/100 m ²	Servicing Management Agreement. HGV: 1/500 m ² minimum of 1 space	Secure Covered (staff): 1.0/100 m ² Public (visitor/staff overflow): 0.2/100 m ²	To be agreed with LHA	Nil: use public car parking
Zone 2 & Zone 3	3.3/100 m ²	As above	As above	As above	1.5% of car spaces






B2: General Industrial.

Use for industrial process other than one falling within class B1 (excluding incineration purposes, chemical treatment or landfill or hazardous waste).

B2: General Industrial.	 Cars: Staff & Visitor (Benchmark)	 Loading & Servicing (Benchmark)	 Cycle Spaces (Minimum)	 Minibus/Coach (Benchmark)	 PTW (Benchmark)
All Zones	1.75/100 m ²	Servicing Management Agreement. HGV: 1/500 m ² minimum of 1 space	Secure Covered (staff): 0.35/100 m ² Public (visitor/staff overflow): 0.2/100 m ²	To be agreed with LHA	1.5% of car spaces






B8: Storage & Distribution.

Not open to the public. This class includes open air storage.

B8: Storage & Distribution.	 Cars: Staff & Visitor (Benchmark)	 Loading & Servicing (Benchmark)	 Cycle Spaces (Minimum)	 Minibus/Coach (Benchmark)	 PTW (Benchmark)
All Zones	0.5/100 m ²	Servicing Management Agreement. HGV: 1/250 m ² minimum of 1 space	Secure Covered (staff): 0.15/100 m ² Public (visitor/staff overflow): 0.1/100 m ²	To be agreed with LHA	1.5% of car spaces

C1: Hotels & Guest Houses.

Hotels, boarding and guest houses where no significant element of care is provided (excludes hostels). Figures apply to resident facilities only, non-resident facilities are treated separately.






C1: Hotels & Guest Houses.	 Cars: Staff & Visitor (Benchmark)	 Loading & Servicing (Benchmark)	 Cycle Spaces (Minimum)	 Minibus/Coach (Benchmark)	 PTW (Benchmark)
All Zones	1/bedroom	To be agreed with LHA	Secure Covered (staff): 0.15/bedroom Public (visitor/staff overflow): 0.05/bedroom	0.05/bedroom	1.5% of car spaces

C2: Residential Institutions.

Residential care homes, hospitals, nursing homes, boarding schools, residential colleges and training centres.

C2: Halls of Residence.






Figures apply to purpose built student accommodation only, figure for non-purpose built to be agreed with LHA.

C2: Halls of Residence.	 Cars: Staff & Visitor (Benchmark)	 Loading & Servicing (Benchmark)	 Cycle Spaces (Minimum)	 Minibus/Coach (Benchmark)	 PTW (Benchmark)
All Zones	1/Full Time Equivalent (FTE) staff	Servicing Management Agreement to include student pick-up/drop-off at start/end of term.	Secure Covered Residential: 0.35/resident Public (visitor/staff): 0.05/resident	To be agreed with LHA	1.5% of car spaces

C2: Hospitals, C2: Schools & Colleges & C2A Secure Residential Institutions.

For hospitals, residential schools and colleges and secure residential institutions (e.g. detention centre, short term holding centre, secure hospital, secure local authority accommodation etc.) contact local highway authority.

C2: Nursing & Convalescent Homes.

C2: Nursing & Convalescent Homes.	 Cars: Staff & Visitor (Benchmark)	 Loading & Servicing (Benchmark)	 Cycle Spaces (Minimum)	 Minibus/Coach (Benchmark)	 PTW (Benchmark)
All Zones	1/resident staff+ 0.5/FTE non-resident staff + 0.25/bed + provision for mobility scooters.	To be agreed with LHA. To include facilities for: loading, drop- off/pick-up, ambulance.	Secure Covered (staff): 0.2/FTE staff Public (visitor/staff overflow): 0.05/bed	Minibus to be agreed with LHA	1.5% of car spaces

C3 Dwellinghouses.

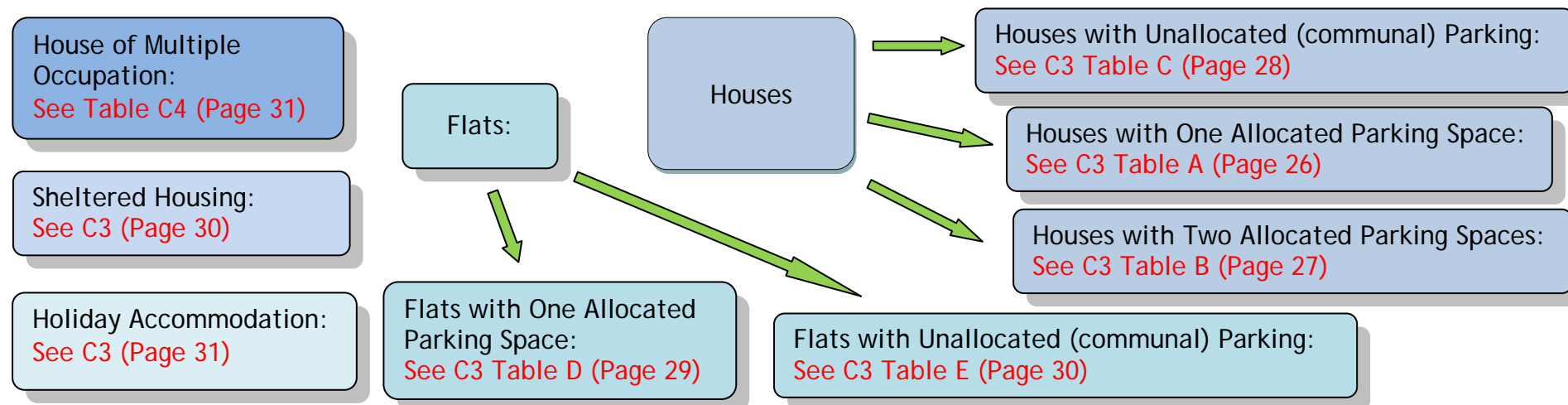
In the tables on the following pages, residential parking requirements are set out by habitable rooms. A habitable room is a standard Census definition defined as "the number of rooms in a household's accommodation", it "does not include bathrooms, toilets, halls or landings, or rooms that can only be used for storage. All other rooms, for example, kitchens, living rooms, bedrooms, utility rooms and studies are counted".

The requirements for allocated parking are more onerous than for unallocated (communal) parking. This is due to the inefficiencies associated with allocated parking. These inefficiencies stem from four main areas:




1. The existence of households without cars means that some spaces are unused.
2. Allocated spaces cannot be used when the vehicles assigned to them are away.
3. Visitors can only use the allocated spaces of the people they are visiting.
4. Some households have more cars than they have allocated spaces which leads to an overspill - this cannot be accommodated by unused allocated spaces.

Developments with allocated parking can therefore require additional unallocated (communal) spaces for overflow and visitor parking.



Parking requirements for each type of dwellinghouse can be found using the diagram below.






C3: Dwellinghouses (Houses with Allocated Parking).



C3 Table A: Houses with One Allocated Space If all spaces are to be unallocated (shared), requirements are lower: please see Table C.			
Number of Habitable Rooms (all rooms excluding hallways and bathrooms)	 Zone 1 (Benchmark)*	 Zone 2 (Benchmark)*	 Zone 3 (Benchmark)*
1	1 allocated + 0.1 unallocated	1 allocated + 0.2 unallocated	1 allocated + 0.2 unallocated
2	1 allocated + 0.2 unallocated	1 allocated + 0.2 unallocated	1 allocated + 0.2 unallocated
3	1 allocated + 0.3 unallocated	1 allocated + 0.3 unallocated	1 allocated + 0.3 unallocated
4	1 allocated + 0.3 unallocated	1 allocated + 0.3 unallocated	1 allocated + 0.3 unallocated
5	1 allocated + 0.4 unallocated	1 allocated + 0.4 unallocated	1 allocated + 0.5 unallocated
6	1 allocated + 0.4 unallocated	1 allocated + 0.5 unallocated	1 allocated + 0.6 unallocated
7	1 allocated + 0.6 unallocated	1 allocated + 0.7 unallocated	1 allocated + 0.9 unallocated
8 or more	Contact LHA	Contact LHA	Contact LHA

* To take account of the demand for visitor parking an additional 0.2 spaces per dwelling should be provided when allocated spaces exceed 50% of the parking provision for the development. In all other cases the visitor parking allowance is made within the tabulated figures.




 All Zones (Minimum)	 All Zones (Benchmark)
None with garage to approved dimensions or secure storage area; if not to be agreed with LHA.	None with garage to approved dimensions or secure storage area; if not to be agreed with LHA.



C3 Table B: Houses with Two Allocated Spaces If all spaces are to be unallocated (shared), requirements are lower: please see Table C.			
Number of Habitable Rooms (all rooms excluding hallways and bathrooms)	 Zone 1 (Benchmark)*	 Zone 2 (Benchmark)*	 Zone 3 (Benchmark)*
1	2 allocated	2 allocated	2 allocated
2	2 allocated	2 allocated	2 allocated
3	2 allocated	2 allocated	2 allocated
4	2 allocated	2 allocated	2 allocated + 0.1 unallocated
5	2 allocated + 0.1 unallocated	2 allocated + 0.1 unallocated	2 allocated + 0.1 unallocated
6	2 allocated + 0.1 unallocated	2 allocated + 0.1 unallocated	2 allocated + 0.1 unallocated
7	2 allocated + 0.1 unallocated	2 allocated + 0.2 unallocated	2 allocated + 0.2 unallocated
8 or more	Contact LHA	Contact LHA	Contact LHA

* To take account of the demand for visitor parking an additional 0.2 spaces per dwelling should be provided when allocated spaces exceed 50% of the parking provision for the development. In all other cases the visitor parking allowance is made within the tabulated figures.




 All Zones (Minimum)	 All Zones (Benchmark)
None with garage to approved dimensions or secure storage area; if not to be agreed with LHA.	None with garage to approved dimensions or secure storage area; if not to be agreed with LHA.

C3: Dwellinghouses (Houses with Unallocated Parking).



C3 Table C: Houses with Unallocated (Communal Parking) If spaces are to be allocated, requirements are higher: please see Table A & B.			
Number of Habitable Rooms (all rooms excluding hallways and bathrooms)	 Zone 1 (Benchmark)	 Zone 2 (Benchmark)	 Zone 3 (Benchmark)
1	0.7	0.8	0.8
2	1	1.1	1.1
3	1	1.1	1.2
4	1.1	1.2	1.2
5	1.2	1.4	1.4
6	1.3	1.5	1.6
7	1.5	1.7	1.9
8 or more	add 0.15 per habitable room	add 0.17 per habitable room	add 0.18 per habitable room




 All Zones (Minimum)	 All Zones (Benchmark)
None with garage to approved dimensions or secure storage area; if not to be agreed with LHA.	None with garage to approved dimensions or secure storage area; if not to be agreed with LHA.



C3: Dwellinghouses (Flats).

C3 Table D: Flats with One Allocated Space If all spaces are to be unallocated (shared), requirements are lower: please see Table E.			
Number of Habitable Rooms (all rooms excluding hallways and bathrooms)	 Zone 1 (Benchmark)*	 Zone 2 (Benchmark)*	 Zone 3 (Benchmark)*
1	1 allocated + 0.1 unallocated	1 allocated + 0.1 unallocated	1 allocated + 0.1 unallocated
2	1 allocated + 0.1 unallocated	1 allocated + 0.1 unallocated	1 allocated + 0.1 unallocated
3	1 allocated + 0.1 unallocated	1 allocated + 0.1 unallocated	1 allocated + 0.1 unallocated
4	1 allocated + 0.2 unallocated	1 allocated + 0.2 unallocated	1 allocated + 0.2 unallocated
5	1 allocated + 0.2 unallocated	1 allocated + 0.3 unallocated	1 allocated + 0.3 unallocated
6 or more	1 allocated + 0.4 unallocated	1 allocated + 0.5 unallocated	1 allocated + 0.5 unallocated






* To take account of the demand for visitor parking an additional 0.2 spaces per dwelling should be provided when allocated spaces exceed 50% of the parking provision for the development. In all other cases the visitor parking allowance is made within the tabulated figures.

 All Zones (Minimum)	 All Zones (Benchmark)
Secure Covered Residential: 1/Unit. Public (visitor): 0.1/Unit.	add 1.5% of car spaces






C3 Table E: Flats with Unallocated (Communal Parking) If spaces are to be allocated, requirements are higher: please Contact LHA.			
Number of Habitable Rooms (all rooms excluding hallways and bathrooms)	 Zone 1 (Benchmark)	 Zone 2 (Benchmark)	 Zone 3 (Benchmark)
1 (Studio Flat)	0.7	0.7	0.8
2	0.7	0.8	0.8
3	0.8	0.9	0.9
4	1	1	1
5	1.1	1.2	1.2
6 or more	1.3	1.4	1.4

 All Zones (Minimum)	 All Zones (Benchmark)
Secure Covered Residential: 1/Unit. Public (visitor): 0.1/Unit.	add 1.5% of car spaces




C3: Sheltered Housing (e.g. Elderly Person's Accommodation).



C3: Sheltered Housing	 Cars: Staff & Visitor (Benchmark)	 Loading & Servicing (Benchmark)	 Cycle Spaces (Minimum)	 Minibus/Coach (Benchmark)	 PTW (Benchmark)
All Zones	1/resident staff 0.5/FTE non-resident staff + 0.5/bed + provision for mobility scooters.	To be agreed with LHA. To include facilities for: loading, drop-off/pick-up, ambulance.	Secure Covered Residential (resident/staff): 0.15/FTE staff + Public (visitor) 0.05/bed	Minibus to be agreed with LHA	1.5% of car spaces

C3: Holiday accommodation (holiday flats, self-catering apartments and serviced apartments).

C3: Holiday Flat	 Cars: Staff & Visitor (Benchmark)	 Loading & Servicing (Benchmark)	 Cycle Spaces (Minimum)	 Minibus/Coach (Benchmark)	 PTW (Benchmark)
All Zones	1 per unit	To be agreed with LHA.	Secure Covered Residential: 1/Unit. <i>Public (visitor): 0.1/Unit.</i>	Minibus to be agreed with LHA	1.5% of car spaces

C4: Houses in Multiple Occupation.

C4: Houses in Multiple Occupation (Communal Parking)			
If spaces are to be allocated, requirements are higher: contact LHA.			
Number of Habitable Rooms (all rooms excluding hallways and bathrooms)	 Zone 1 (Benchmark)	 Zone 2 (Benchmark)	 Zone 3 (Benchmark)
1	0.4	0.4	0.4
2	0.5	0.5	0.5
3	0.5	0.5	0.5
4	0.8	0.9	0.9
5	1	1.1	1.1
6	1	1.2	1.2
7	1.5	1.5	1.5
8 or more	add 0.18 per habitable room	add 0.18 per habitable room	add 0.18 per habitable room






 All Zones (Minimum)	 All Zones (Benchmark)
Secure Covered Residential: 0.5/habitable room. Public (visitor): 0.05/Habitable room.	Add 1.5% of car spaces

D1: Non-Residential Institutions.

Clinics, health centres, crèches, day nurseries, day centres, schools, art galleries (other than for sale or hire), museums, libraries, halls, places of worship, church halls, law court. Non-residential education and training centres.






D1: Non-Residential Institutions: Public Halls & Libraries.

Public/Church/Exhibition Halls, Libraries, Art Galleries, Museums, Places of Worship






D1: Non-Residential Institutions: Public Halls & Libraries.	 Cars: Staff & Visitor (Benchmark)	 Loading & Servicing (Benchmark)	 Cycle Spaces (Minimum)	 Minibus/Coach (Benchmark)	 PTW (Benchmark)
All Zones	5/100 m ²	To be agreed with LHA	Public (visitor/staff): 1.2/100m ²	To be agreed with LHA	1.5% of car spaces

D1: Non-Residential Institutions: Clinics, Health Centres.

Doctors, Dentist, Vets, Clinics, Health Centres






D1: Non-Residential Institutions: Clinics, Health Centres.	 Cars: Staff & Visitor (Benchmark)	 Loading & Servicing (Benchmark)	 Cycle Spaces (Minimum)	 Minibus/Coach (Benchmark)	 PTW (Benchmark)
All Zones	3/treatment or consulting room	To be agreed with LHA	Public (visitor/staff): 0.5/treatment or consulting room	To be agreed with LHA	1.5% of car spaces

D1: Non-Residential Institutions: Schools/Crèches/Day Nurseries

D1: Non-Residential Institutions: Schools/Crèches/Day Nurseries.	 Cars: Staff & Visitor (Benchmark)	 Loading & Servicing (Benchmark)	 Cycle Spaces (Minimum)	 Minibus/Coach (Benchmark)	 PTW (Benchmark)
All Zones	0.6/FTE staff+ 10% visitor	Servicing Management Agreement to include student pick-up/drop-off	<p>Primary pupils*: Secure covered: 0.1/student. Primary Staff: Secure covered: 0.15/FTE staff. Public (visitor): 0.05/FTE staff.</p> <p>Secondary pupils: Secure covered: 0.25/student. Secondary staff: Secure covered: 0.15/FTE staff. Public (visitor): 0.05/FTE staff.</p>	To be agreed with LHA	1.5% of car spaces

* Microscooter storage is also required for primary schools: 0.1/student.






D1: Non-Residential Institutions: Higher (HE) and Further Education (FE)

D1: Non-Residential Institutions: Higher and Further Education.	 Cars: Staff & Visitor (Benchmark)	 Loading & Servicing (Benchmark)	 Cycle Spaces (Minimum)	 Minibus/Coach (Benchmark)	 PTW (Benchmark)
All Zones	0.6/FTE staff+ 10% visitor	Servicing Management Agreement to include student pick-up/drop-off	<p>FE & HE pupils: Secure covered: 0.25/student. FE & HE staff: Secure covered: 0.15/FTE staff. Public (visitor): 0.05/FTE staff.</p>	To be agreed with LHA	1.5% of car spaces






D2: Assembly & Leisure: Cinemas, Conference Centres, Stadia etc.

Cinemas, music and concert halls, bingo and dance halls (but not nightclubs), swimming baths, skating rinks, gymnasiums or area for indoor or outdoor sports and recreations (except for motor sports, or where firearms are used). All such developments would require good public transport access.






D2 Cinemas & Conference Centres.

D2: Cinemas & Conference Centres.	 Cars: Staff & Visitor (Benchmark)	 Loading & Servicing (Benchmark)	 Cycle Spaces (Minimum)	 Minibus/Coach (Benchmark)	 PTW (Benchmark)
Zone 1 (TCAAP only)	Nil: use public car parking	To be agreed with LHA	Public (visitor/staff): 0.06/persons.	To be agreed with LHA	Nil: use public car parking
Zone 1 (Westbourne, Boscombe), Zone 2 & Zone 3	0.2/seat (1/5 seats)	As above	As above	As above	1.5% of car spaces

D2: Community/Dance/Sports Halls etc.

D2: Community/Dance/Sports Halls etc.	 Cars: Staff & Visitor (Benchmark)	 Loading & Servicing (Benchmark)	 Cycle Spaces (Minimum)	 Minibus/Coach (Benchmark)	 PTW (Benchmark)
Zone 1 (TCAAP only)	Nil: use public car parking	To be agreed with LHA	Public (visitor/staff): 0.04/persons.	To be agreed with LHA	Nil: use public car parking
Zone 1 (Westbourne, Boscombe), Zone 2 & Zone 3	4.5/100 m ²	As above	As above	As above	1.5% of car spaces

D2: Stadia.

D2: Stadia.	 Cars: Staff & Visitor (Benchmark)	 Loading & Servicing (Benchmark)	 Cycle Spaces (Minimum)	 Minibus/Coach (Benchmark)	 PTW (Benchmark)
Zone 1 (TCAAP only)	Nil: use public car parking	To be agreed with LHA	Public (visitor/staff): 0.06/persons.	1/120 spectators to be agreed with LHA	Nil: use public car parking
Zone 1 (Westbourne, Boscombe), Zone 2 & Zone 3	0.067/spectator (1/15 seats)	As above	As above	As above	1.5% of car spaces

Sui Generis

Certain uses do not fall within any use class and are considered 'sui generis'. Such uses include: theatres, hostels providing no significant element of care, scrap yards. Petrol filling stations and shops selling and/or displaying motor vehicles. Retail warehouse clubs, nightclubs, launderettes, taxi businesses, amusement centres and casinos. For such developments not listed please contact the local highway authority.

Sui-Generis Houses in Multiple Occupation (HMOs).

Use Table C4: Houses in Multiple Occupation (Communal Parking) on Page 30.






Sui-Generis: Theatres.

Use Table D2: Cinemas & Conference Centres on Page 33.


Sui-Generis: Halls of Residence.

Use Table C2: Halls of Residence on Page 23.

Sui-Generis: Wholesalers Open to the Public.

Sui-Generis: Wholesalers Open to the Public.	 Cars: Staff & Visitor (Benchmark)	 Loading & Servicing (Benchmark)	 Cycle Spaces (Minimum)	 Minibus/Coach (Benchmark)	 PTW (Benchmark)
All Zones	2/100 m ²	To be agreed with LHA	0.1/100 m ²	To be agreed with LHA	1.5% of car spaces

Sui-Generis: Garage Showrooms.

Sui-Generis: Garage Showrooms.	 Cars: Staff & Visitor (Benchmark)	 Loading & Servicing (Benchmark)	 Cycle Spaces (Minimum)	 Minibus/Coach (Benchmark)	 PTW (Benchmark)
All Zones	0.5/100 m ²	To be agreed with LHA	0.025/100 m ²	To be agreed with LHA	1.5% of car spaces

Sui-Generis: Garage Workshops.

Sui-Generis: Garage Workshops.	 Cars: Staff & Visitor (Benchmark)	 Loading & Servicing (Benchmark)	 Cycle Spaces (Minimum)	 Minibus/Coach (Benchmark)	 PTW (Benchmark)
All Zones	2.5/100 m ²	To be agreed with LHA	0.125/100 m ²	To be agreed with LHA	1.5% of car spaces

Appendix 1:

Disabled Parking Standards.

The number of spaces required for disabled motorists for both residential and non-residential development are presented below.

Non-Residential Development*.

Use	Standard
Employment and business premises, including educational establishments.	Up to 200 bays: Individual bays for each disabled employee plus 2 bays or 5% of total capacity whichever is greater. Over 200 bays: 6 bays plus 2% of total capacity.
Shopping, recreation and leisure.	Up to 200 bays: 3 bays or 6% of total capacity whichever is greater. Over 200 bays: 4 bays plus 4% of total capacity.

Residential Development*.

5% of spaces (with a minimum of 1 space) should normally be able to be adapted to meet the requirements of a disabled space, should a disabled person require its use in the future.

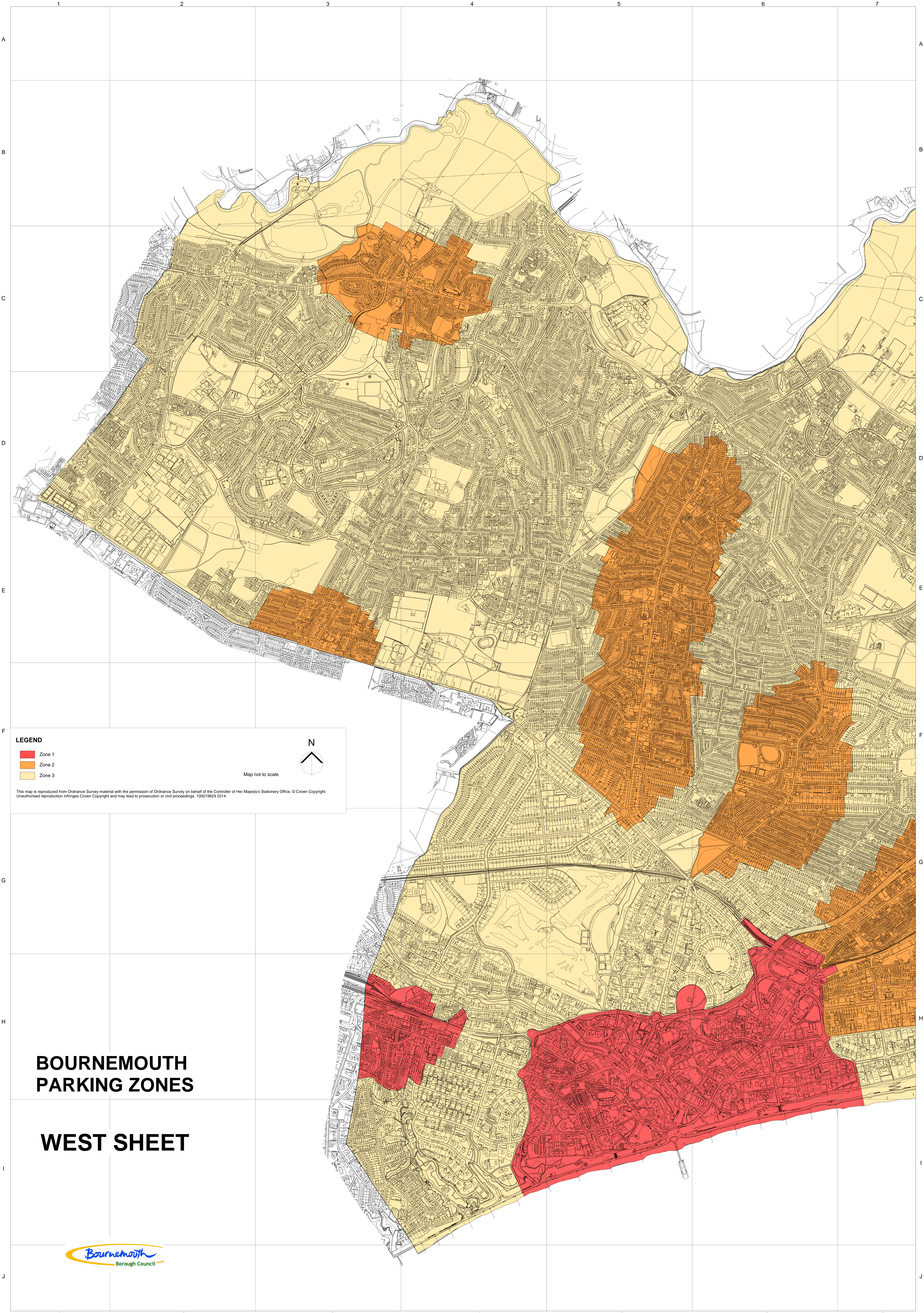
*Notes.

A larger proportion of spaces may be required at facilities where a higher proportion of users of visitors with disabilities will be expected, for example medical, health and care facilities.

In circumstances where the number of vehicle parking bays are less than 10, the LPA will consider the disabled parking provision on a case by case basis, taking into account the quantity of available disabled appropriate parking in the vicinity.

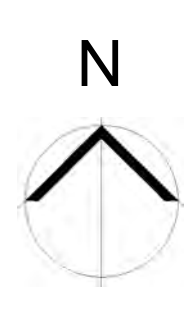
Appendix 2:

Bournemouth Parking Zones



LEGEND

- Zone 1
- Zone 2
- Zone 3



Map not to scale

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**BOURNEMOUTH
PARKING ZONES**

WEST SHEET



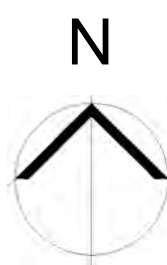
BOURNEMOUTH
PARKING ZONES

EAST SHEET



LEGEND

- Zone 1
- Zone 2
- Zone 3



Map not to scale

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