

North East Lincolnshire Supplementary Planning Guidance

Note No. 3

Mobility and Parking Standards

Adopted April 2004

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NORTH EAST LINCOLNSHIRE COUNCIL MOBILITY AND PARKING STANDARDS

North East Lincolnshire Council's car parking standards are outdated. Indeed the contexts in which they are presented are not appropriate to address present day issues. The current standards are a product of the "car culture" which dominated planning policy until nearly a decade ago. Development was permitted only with a commensurate amount of car parking space being provided for use in association with that development. Minimum standards of car parking provision were imposed upon developers. With the exception of some major developments scant attention was given to the needs of pedestrians, cyclists and public transport users and operators. Attention that was given mainly related to segregating these users away from the free flow of traffic.

Traditionally national and local planning policy has encouraged and provided for greater use of the car. Like everywhere else in the country North East Lincolnshire found itself with car orientated policies and development focussed on accommodating motor vehicles largely at the expense of the environment, land resources, health, social interaction and amenity. Since the early 1990's the approach to transport has changed and car parking policy is regarded as instrumental to transforming development in practice to become functionally more sustainable.

Stand alone car parking standards are no longer appropriate to accommodate current planning issues regarding sustainability and transport integration. Car parking standards are considered alongside other forms of access to development sites. The standards themselves will reflect the new agenda on transport and be designed to encourage end users of development to consider their choices of transport modes whilst travelling from and to the site. New development will need to accommodate the needs of all forms of travel and cease to coerce people into using the car by over concentrating on designing buildings for car users. The profile of other transport users is to be raised from the concept of development projects and continue through all design stages. This supplementary planning guidance therefore relates to "Mobility Standards" and includes standards relating to cycle, pedestrian and public transport accessibility as well as containing criteria for the development of travel plans in association with new development.

A FRESH APPROACH

This fresh approach to addressing all the transport implications of new development is a product of the 1998 White Paper New Deal for Transport: Better for Everyone and subsequent changes in Government Planning Policy Guidance Notes especially PPG13: Transport; PPG6: Town Centres and PPG 3: Housing. The draft Regional Transport Strategy as outlined in Regional Planning Guidance for Yorkshire and the Humber and the North East Lincolnshire Local Transport Plan have been developed in accordance with the new transport agenda aimed at reducing car usage.

This approach should not be seen as an anti-car policy. It is rather an encouragement to use alternative modes of transport such as walking, cycling and public transport in line with government strategy. As such, it supports the development of an integrated travel system that will benefit the people of North East Lincolnshire.

NORTH EAST LINCOLNSHIRE LOCAL PLAN

This guidance supplements the planning policies and proposals outlined in the Revised Deposit version of the approved North East Lincolnshire Local Plan published in March 2001. The plan was scrutinised at a public inquiry during February to early May 2002.

Local Plan policies that bear a direct relationship to this guidance are:

- T1: Development of Public Transport.**
- T2: Development of Cycleways and Facilities.**
- T3: Development and Improvement of the Footpath Network.**
- T5: New Road Construction – General Requirements.**
- T6: Development Proposals and the Provision of Parking.**
- T7: Car Parking Provision for those with Mobility Impairments.**
- T8: Re-Development of Off-Street Parking Areas.**

This guidance will also assist in the implementation of site specific policies and policies guiding the development of specific land use for example housing, employment, shopping and leisure.

NORTH EAST LINCOLNSHIRE LOCAL TRANSPORT PLAN

These standards aim to help deliver the long-term transport strategy of the Council as presented in its local transport plan. The Local Transport Plan compliments the policies and proposals of the Local Plan. Its vision is to raise the local quality of life through implementing sustainable transport measures. It presents 5 objectives relating to improving accessibility, safety, efficiency, and health and developing a sustainable transport system.

1. THE STANDARDS

Evidence needs to be presented to show that all the mobility standard requirements have been complied with, a comprehensive standards statement must be submitted with each submission for approval of mobility details. The statement must comment on how the development will address the standard requirements of all of the following issues:

Pedestrian access
Cycle access and facilities
Public Transport access
Car parking
Access for the disabled
Travel plans.

The order in which the issues are addressed is important as it largely reflects the Local Transport Plan order of consideration of the needs of different road users.

Due consideration will be given to any request for variation to these standards

The standards set out in this document are to be flexibly interpreted depending on the degree of accessibility of the location. For example, in some locations where employment or leisure development is proposed, there will not be the same degree of public transport available and this factor will be taken into account when applying the standards.

Good design can help to reduce crime and fear of crime through natural surveillance and this should be taken into account when consideration is being given to access for pedestrians and cyclists and also for cycle and car parking provision.

For example, throughout the standards reference is made to “secure” cycle parking facilities. In this respect “secure” means a facility that due to its location and design will make stealing or damaging the cycle difficult. Cyclists will need to feel confident about leaving their bicycle for long periods of time without fearing theft or damage to their equipment.

The “Cyclist’s Guide To North East Lincolnshire” is referred to throughout the standards and is available upon request.

2. RESIDENTIAL

This section relates to the creation of new dwellings and residential institutions through new build, conversion, sub-division, extension, change of use or intensification of use. Increasing the capacity of existing residential institutions will relate to this section. The extension of dwellings (householder development) is referred to at the end of this section.

PEDESTRIAN ACCESS (RESIDENTIAL)

<i>Item</i>	<i>Standard</i>	<i>Notes</i>
General access	Access to each dwelling unit to be easily accessible by foot.	
Footpath provision	Footpaths are to be provided from the edge of the development site to the entrance of the building. Other than on shared access ways specifically designed for multi-modal use and roads designated as “Home Zones” or “Quiet Lanes” pedestrian facilities must not be shared with motor vehicular traffic. In areas of potential conflict the needs of pedestrians will be the prime consideration.	
Footpath access	Footpath access will be made into all neighbouring estates and facilities, and to public transport, unless there are demonstrable adverse security implications in so doing. Pedestrian access must be made to the main pedestrian routes.	
Self-standing footpaths	Self-standing footpaths not aligned with the road network may be permitted but must be designed, landscaped and routed to take into account natural surveillance and be safe and attractive to users.	

CYCLE ACCESS & FACILITIES (RESIDENTIAL)

Cycle parking

<i>Item</i>	<i>Standard</i>	<i>Notes</i>
Dwellings	A minimum of 1 secure covered cycle space for each dwelling unit.	
Houses in Multiple Occupation including workplace and student hostels	A minimum of 1 secure covered cycle space for each bedroom.	
Other Hostels	Secure covered cycle spaces as required by employment activities plus 5% of the number of residents.	
Public transport	Secure cycle parking to be made available at interchange bus stops that are to be used by residents. This will help integrate transport modes.	

Justification will be required where proposals indicate a lower than minimum standard for cycle parking spaces.

Cycle access

<i>Item</i>	<i>Standard</i>	<i>Notes</i>
25 or more dwellings	To have segregated cycle route to be provided around all new estates.	<i>Segregated cycle route means for use by cyclists only on a road or next to a footpath. Such routes are marked by a solid white line. Design should take into account the need for natural surveillance</i>
25 or more dwellings	To have direct cycle links created between new housing developments of 25 or more dwellings to the established cycle network which are shown in the NELC cyclists' Guide.	
25 or more dwellings	To have dedicated cycle route direct to local facilities including: Local schools, Local community facilities, Local shopping areas shown in the NELC Cyclists' Guide as: Segregated Cycle Track Shared Cycle Track Cycle Lanes on Carriageway Bus/Cycle Lane Signed Cycle Route National Cycle Network Traffic Calmed Roads.	

Commuted payments, in lieu of these standards may, in some circumstances be accepted. Payments received will be used to provide, enhance or improve facilities which encourage more sustainable modes of transport in the vicinity of the development.

PUBLIC TRANSPORT ACCESS (RESIDENTIAL)

<i>Item</i>	<i>Standard</i>	<i>Notes</i>
Dwellings	To be within 400m of accessing a bus or rail service.	<i>LTP target page 54</i> <i>“By 2005 90% of households and public buildings to have a bus or rail service within 400m walking distance”</i>
Houses in Multiple Occupation, and Hostels	To be within 400m of accessing services on the Core Bus Route Network or rail network.	
Housing estates of 100 or more dwellings	Road layout of to be designed to facilitate a public bus service to include stopping area(s).	
Bus shelters and information	Bus shelters and information to be installed at stops that are likely to be used by development or new stops provided with shelters and information. Stops with increased usage may require enlargement and or new facilities. Stops should be well lit. Kerb height should be sufficient for low floor access buses.	

CAR PARKING (RESIDENTIAL)

<i>Item</i>	<i>Standard</i>	<i>Notes</i>
All residential development	<p>A. Within or adjacent to Grimsby, Cleethorpes and Immingham town centres</p> <p>A maximum on average of 1 space per dwelling</p> <p>B. Rest of Urban Area (See note below)</p> <p>A maximum on average of 1.5 spaces per dwelling</p> <p>C. All Other Areas</p> <p>A maximum on average of 2 spaces per dwellings with 3 or more bedrooms</p>	<p>See below for list of settlements in category B.</p> <p><i>A garage plus the drive leading to it will count as one space. The length of drive needs to be reasonable in relation to design of development. If it is unreasonably long then it should be taken as additional parking space.</i></p> <p><i>Policy is to restrict by condition the number of car parking spaces to be provided for each dwelling; additional parking spaces will require planning approval.</i></p> <p><i>PPG3 on Housing provides for an area average of 1.5 car parking per Dwelling Unit.</i></p> <p><i>Parking spaces are monitored for new builds. This needs to be extended to other planning applications.</i></p>
Houses in Multiple Occupation, Workplace and Student Hostels	Maximum 1 space per 2 bedrooms.	
Other Hostels	Maximum 1 space per 5 beds plus 2 staff spaces or 1 spaces per 5 members of staff whichever is the highest.	

Any application for residential development must provide a justification for the parking provision being proposed. Where

this is to provide less than the maximum per dwelling average, it needs to be stated what provision has been made for other more sustainable forms of transportation. Where proposals indicate a higher than maximum per dwelling average then it needs to be supported with a justification for exceeding the nationally recommended level of car parking provision. Justification may, for example, be on grounds of highway safety or residential amenity.

B. Rest of Urban Area and the following villages: Humberston, New Waltham, Waltham, Laceby, Great Coates, Healing, Stallingborough

3. HOUSEHOLDER

The extension of existing dwellings and the erection of buildings ancillary to the use of dwellings which affect the balance of off street parking provision in an area will require particularly careful consideration. In areas of predominantly old housing stock then regard will be given to recognised estates that pre-date planning legislation otherwise the local vicinity will be taken into account.

In any part of North East Lincolnshire the loss of established off-street parking provision through householder development will be controlled so as not to compromise road safety and amenity.

In such cases it may be necessary for a Parking Assessment to be carried out.

4. EMPLOYMENT

PEDESTRIAN ACCESS (EMPLOYMENT)

<i>Item</i>	<i>Standard</i>	<i>Notes</i>
Footpaths	Footpaths are to be provided from the edge of the development site to the entrance of the building. Other than at road junctions, pedestrian facilities must not be shared with motor vehicular traffic. In areas of potential conflict the needs of pedestrians will be the prime consideration.	
Self-standing footpaths	Self-standing footpaths not aligned with the road network may be designed, landscaped and routed to take into account the need for natural surveillance and be safe and attractive to users.	
Pedestrian routes	Pedestrian access must be made to the main pedestrian routes.	
Public Transport	Safe pedestrian access to bus stops. Where appropriate within the site, the footpaths should be covered, with adequate lighting.	

CYCLE ACCESS & FACILITIES (EMPLOYMENT)

Cycle parking

<i>Item</i>	<i>Standard</i>	<i>Notes</i>
Minimum spaces	Minimum of 2 secure covered cycle spaces to be provided or 1 space for every 5 employees on site, whichever is the greatest.	<i>Commuted payments, in lieu of these standards may, in some circumstances, be accepted. Payments received will be used to provide, enhance or improve public cycle storage facilities, public transport waiting or pedestrian facilities in the vicinity of the development.</i>
Changing facilities	Cyclist changing room to be provided with shower for developments which accommodate 10 or more employees.	
Motorcycle parking	Minimum of 2 secure motorcycle parking or 1 per 200 sq m of development	

CYCLE ACCESS & FACILITIES (EMPLOYMENT) cont.

Cycle access

<i>Item</i>	<i>Standard</i>	<i>Notes</i>
All new employment sites of .5ha or greater.	Segregated cycle route to be provided around all new employment sites	<i>Segregated cycle route means marked area for cyclists only. Design should take account of the need for natural surveillance</i>
	Direct cycle links to be created between new employment developments of .5 ha or greater to the established cycle network which are shown in the NELC Cyclists' Guide as: Segregated Cycle Track Shared Cycle Track Cycle Lanes on Carriageway Bus/Cycle Lane Signed Cycle Route National Cycle Network Traffic Calmed Roads.	

Commuted payments, in lieu of these standards may, in some circumstances, be accepted. Payments received will be used to provide, enhance or improve facilities which encourage more sustainable modes of transport in the vicinity of the development.

PUBLIC TRANSPORT (EMPLOYMENT)

<i>Item</i>	<i>Standard</i>	<i>Notes</i>
All new employment development accommodating 10 or more employees	To be within 400m of accessing a bus or rail service or else alternative staff transport services to be provided.	L.T.P. target page 54. <i>"By 2005, 90% of households and public buildings to have a bus or rail service within 400m walking distance."</i>
Bus shelters and information	Bus shelters and information to be installed at stops that are likely to be used by development, or new stops provided, close by, with shelters and information. Stops with increased usage may require enlargement and or new facilities. Stops should be well lit. Kerb height should be sufficient for low floor access buses. Public transport information should be provided for all employees.	

CAR PARKING (EMPLOYMENT)

<i>Item</i>	<i>Standard</i>	<i>Notes</i>
B1 Business/Office	Maximum 1 space per 35sq m. or per 4 employees, whichever is the least	
B2 Industry:	Maximum 1 space per 50sq.m.	
B8 Warehousing:	Maximum 1 space per 200sq.m. Additional loading/offloading and turning facilities to be provided within the site curtilage.	<i>Lorry parking space will be negotiated between the developer and North East Lincolnshire Council. Designated lorry-parking space to remain for commercial goods vehicles only and not use for parking cars.</i>

In any part of North East Lincolnshire the loss of established off-street parking provision through development will be controlled so as not to compromise road safety and amenity.

TRAVEL PLANS (EMPLOYMENT)

<i>Item</i>	<i>Standard</i>	<i>Notes</i>
All new developments	Should integrate the above requirements into a Travel Plan to be submitted with the planning application (see section 9 Travel Plans).	

5. LEISURE

This section deals with a mixture of leisure uses which includes the following:

- A3 Food and Drink**
- C1 Hotels**
- D2 Assembly and Leisure**
- Museums**
- Public Halls**
- Art Galleries**
- Exhibition Halls**
- Theatres**

PEDESTRIAN ACCESS (LEISURE)

<i>Item</i>	<i>Standard</i>	<i>Notes</i>
Footpaths	Footpaths are to be provided from the edge of the development site to the entrance of the building. Other than at road junctions, pedestrian facilities must not be shared with motor vehicular traffic. Footpaths or other pedestrian ways are to be segregated from road space, driveways and car parks. In areas of potential conflict the needs of pedestrians will be the prime consideration.	Design should take into account the need for natural surveillance.
Pedestrian routes	Pedestrian access must be made to the main pedestrian routes	
Public Transport	Safe pedestrian access to bus stops. Where appropriate within the site, the footpaths should be covered with adequate lighting.	

CYCLE ACCESS & FACILITIES (LEISURE)

Cycle parking

<i>Item</i>	<i>Standard</i>	<i>Notes</i>
Minimum spaces	Minimum of 1 secure covered cycle space to be provided for every 12 seats for the first 300 seats, then 1 per 36 seats thereafter, plus employment requirement or Minimum of 1 space per 100sq.m. gross public floor area plus employment requirement.	<i>Commuted payments, in lieu of these standards may, in some circumstances, be accepted. Payments received will be used to provide, enhance or improve public cycle storage facilities, public transport waiting or pedestrian facilities in the vicinity of the development.</i>

Cycle access

<i>Item</i>	<i>Standard</i>	<i>Notes</i>
All new leisure sites of .5ha or greater.	Segregated cycle route to be provided around all new leisure sites of .5ha or greater.	<i>Segregated cycle route means for use by cyclists only on a road or a next to a footpath. Such routes are marked by a solid white line. Design should take into account the need for natural surveillance</i>
	Direct cycle links to be created between new leisure developments of .5 ha or greater to the established cycle network which are shown in the NELC Cyclists' Guide as: Segregated Cycle Track, Shared Cycle Track, Cycle Lanes on Carriageway, Bus/Cycle Lane, Signed Cycle Route, National Cycle Network Traffic Calmed Roads.	
Motorcycle parking	Minimum 2 secure motorcycle parking spaces or 1 per 200sq.m. of development	

Commuted payments, in lieu of these standards may, in some circumstances, be accepted. Payments received will be used to provide, enhance or improve facilities which encourage more sustainable modes of transport in the vicinity of the development.

PUBLIC TRANSPORT (LEISURE)

<i>Item</i>	<i>Standard</i>	<i>Notes</i>
All new leisure development designed to accommodate 50 or more visitors	To be within 400m of accessing a public transport service or else transport to be provided. This is in addition to the employment requirements.	If not already available, adequate public transport facilities must be provided to the site.
Bus shelters and information	Bus shelters and information to be installed at stops that are likely to be used by development, or new stops provided, close by, with shelters and information. Stops with increased usage may require enlargement and or new facilities. Stops should be well lit. Kerb height should be sufficient for low floor access buses. Public transport information should be provided for public inside leisure facilities. Publicity for leisure facility should include information on access by public transport.	

CAR PARKING (LEISURE)

<i>Item</i>	<i>Standard</i>	<i>Notes</i>
C1 Hotels and Guest Houses	Maximum 1 space per guest bedroom.	<i>Facilities developed at hotel and holiday accommodation centres open to non-residents will be assessed apart from the accommodation function of the development.</i>
All other holiday accommodation	Maximum 1 space per unit of accommodation.	
D2 Assembly and Leisure:	Maximum 1 space per 22sq.m.	
Cinema, Conference Centres and Theatres	Maximum 1 space per 5 seats for the first 300 seats then 1 per 12 thereafter.	
Stadia	Maximum 1 space per 15 seats.	
All other leisure uses (such as night clubs)	Car parking provision for over 20 cars to be justified.	

TRAVEL PLANS (LEISURE)

<i>Item</i>	<i>Standard</i>	<i>Notes</i>
All new leisure developments	Should integrate the above requirements into a Travel Plan to be submitted with the planning application (see section 9 Travel Plans).	

6. RETAIL

PEDESTRIAN ACCESS (RETAIL)

<i>Item</i>	<i>Standard</i>	<i>Notes</i>
Footpaths	<p>Footpaths are to be provided from the edge of the development site to the entrance of the building. Other than at road junctions, pedestrian facilities must not be shared with motor vehicular traffic. In areas of potential conflict the needs of pedestrians will be the prime consideration.</p> <p>Footpaths will be designed, landscaped and routed to be safe and attractive to users.</p>	Design should take into account the need for natural surveillance.
Pedestrian routes	Pedestrian access must be made to the main pedestrian routes	
Public Transport	Safe pedestrian access to bus stops. Where appropriate within the site footpaths should be covered with adequate lighting	

CYCLE ACCESS & FACILITIES (RETAIL)

Cycle parking

<i>Item</i>	<i>Standard</i>	<i>Notes</i>
Retail development	Minimum of 2 spaces to be provided or 1 space for every 100 sq.m. gross floor area whichever is the greatest plus employment requirement.	<i>Commuted payments, in lieu of these standards may, in some circumstances, be accepted. Payments received will be used to provide, enhance or improve public cycle storage facilities, public transport waiting or pedestrian facilities in the vicinity of the development.</i>
Retail developments for over 1000 sq.m. gross floor area	All spaces to be covered	
Motorcycle parking	Minimum 2 secure motorcycle parking spaces or 1 per 200 sq.m. of development.	

CYCLE ACCESS & FACILITIES (RETAIL) cont.

Cycle access

<i>Item</i>	<i>Standard</i>	<i>Notes</i>
All new retail sites of .5ha or greater.	Segregated cycle route to be provided around all new retail sites of .5ha or greater.	<i>Segregated cycle route means for use by cyclists only on a road or a next to a footpath. Such routes are marked by a solid white line. Design should take account of the need for natural surveillance.</i>
	Direct cycle links to be created between new retail leisure developments of .5 ha or greater to the established cycle network which are shown in the NELC Cyclists' Guide as: Segregated Cycle Track, Shared Cycle Track, Cycle Lanes on Carriageway, Bus/Cycle Lane, Signed Cycle Route, National Cycle Network Traffic Calmed Roads.	

PUBLIC TRANSPORT (RETAIL)

<i>Item</i>	<i>Standard</i>	<i>Notes</i>
All new retail development of more than 1000 sq.m. gross floor area	To be within 400m of accessing a public transport service or else alternative staff and shoppers bus service to be provided.	<i>LTP Target page 54</i> <i>“By 2005 90% of households and public buildings to have a bus or rail service within 400m walking distance”</i>
Retail developments of over 2500sq.m. gross floor space outside the Grimsby Town Centre Shopping Area	To facilitate a frequent public transport service for the convenience of shoppers and employees.	
Bus shelters and information	Bus shelters and information to be installed at stops that are likely to be used by development, or new stops provided, close by, with shelters and information. Stops with increased usage may require enlargement and or new facilities. Stops should be well lit. Kerb height should be sufficient for low floor access buses. Public transport information should be provided for public inside retail development. Publicity for retail facility should include information on access by public transport.	

CAR PARKING (RETAIL)

<i>Item</i>	<i>Standard</i>	<i>Notes</i>
Food retail 100 sq.m. or more g.f.a.:	Maximum 1 space per 20 sq.m. gross floor space.	<p><i>20 sq.m. is the mid-point of gross floor space given in Regional Planning Guidance for Yorkshire and the Humber.</i></p> <p><i>Car parking will additionally be assessed in terms of employment. and permanent residential use</i></p>
Non-food retail including all A2 uses 100 sq.m. or more g.f.a. :	Maximum 1 space per 40 sq.m. gross floor area.	
Car sales and car repair	Maximum 1 space per 25 sq.m. for servicing and repairs plus 1 per 4 vehicles displayed plus 1 per 4 staff.	
Small shops less than 100 sq.m g.f.a.	Maximum 3 spaces	
Loading / off-loading and turning facilities	To be provided within the site curtilage.	
Pubs, restaurants and other A3 uses	Maximum 1 space per 5 seats for the first 300 seats then 1 per 12 thereafter or 1 per 10 sq. m, whichever the least.	
"Drive Through"	No "Drive Through" serving facilities to be provided.	There will be a presumption against "Drive Throughs". The provision of Drive Throughs will be particularly scrutinised to show how they contribute to sustainability issues and information will be required about the level of traffic generation associated with the outlet.

7. COMMUNITY FACILITIES

This section deals with a mixture of community based uses including:

- C2 residential institutions**
- Places of worship**
- Church halls**
- Health centres**
- All educational establishments**
- Nurseries**
- Youth clubs and similar places.**

PEDESTRIAN ACCESS (COMMUNITY)

<i>Item</i>	<i>Standard</i>	<i>Notes</i>
Footpaths	Footpaths are to be provided from the edge of the development site to the entrance of the building. Other than at road junctions, pedestrian facilities must not be shared with motor vehicular traffic. Footpaths or other pedestrian ways are to be segregated from road space, driveways and car parks. In areas of potential conflict the needs of pedestrians will be the prime consideration.	Design should take into account the need for natural surveillance
Pedestrian routes	Pedestrian access to new hospitals and colleges of further and higher education must be made to the main pedestrian routes	
Public Transport	Safe pedestrian access to bus stops. Where appropriate within the site footpaths should be covered with adequate lighting	

CYCLE ACCESS & FACILITIES (COMMUNITY)

Cycle parking

<i>Item</i>	<i>Standard</i>	<i>Notes</i>
All educational establishments:	Minimum of 1 secure covered cycle space per 5 teachers. Minimum of 1 secure covered cycle space per 5 students over the age of 8 years.	<i>Commuted payments, in lieu of these standards may, in some circumstances, be accepted. Payments received will be used to provide, enhance or improve public cycle storage facilities, public transport waiting or pedestrian facilities in the vicinity of the development.</i>
All other fixed seated community facilities:	Minimum of 1 secure covered cycle space to be provided for every 12 seats plus employment requirement.	
All other non-fixed seated community venues	Minimum of 1 secure covered cycle space per 100sq.m. gross floor area plus employment requirement.	
Motorcycle parking	Minimum 2 secure motorcycle parking spaces or 1 per 200 sq.m. of development	

7. COMMUNITY FACILITIES cont.

Cycle access

<i>Item</i>	<i>Standard</i>	<i>Notes</i>
<p>All new community based development sites of 1ha or greater new retail sites new leisure sites of .5ha or greater.</p>	<p>Segregated cycle route to be provided around all new community based development sites of 1ha or greater.</p>	<p><i>Segregated cycle route means for use by cyclists only on a road or a next to a footpath. Such routes are marked by a solid white line.</i></p> <p><i>Design should take account the need for natural surveillance</i></p>
	<p>Direct cycle links to be created between all new educational establishments and community based developments of .5 ha or greater to the established cycle network which are shown in the NELC Cyclists' Guide as:</p> <p>Segregated Cycle Track, Shared Cycle Track, Cycle Lanes on Carriageway, Bus/Cycle Lane, Signed Cycle Route, National Cycle Network Traffic Calmed Roads.</p>	

Commuted payments, in lieu of these standards may, in some circumstances, be accepted. Payments received will be used to provide, enhance or improve facilities which encourage more sustainable modes of transport in the vicinity of the development.

PUBLIC TRANSPORT (COMMUNITY)

<i>Item</i>	<i>Standard</i>	<i>Notes</i>
Educational establishments	To be within 400m of accessing a public transport service or else alternative student and staff bus services to be provided.	<i>LTP Target page 54</i> <i>“By 2005 90% of households and public buildings to have a bus or rail service within 400m walking distance”</i>
All other new community based development designed to accommodate 50 or more visitors	To be within 400m of accessing a public transport. This is in addition to the employment requirements.	
Bus shelters and information	Bus shelters and information to be installed at stops that are likely to be used by development, or new stops provided, close by, with shelters and information. Stops with increased usage may require enlargement and or new facilities. Stops should be well lit. Kerb height should be sufficient for low floor access buses. Public transport information should be provided for public inside community development. Publicity for accessing community facility should include information on how to access by public transport.	

CAR PARKING (COMMUNITY)

<i>Item</i>	<i>Standard</i>	<i>Notes</i>
C2 Residential institutions	Maximum 1 space per 4 members of staff expected to be on duty at any one time plus 1 space per 8 residents for use by visitors.	
Hospitals:	Maximum 1 space per 4 members of staff plus 1 space per 3 beds	
Health Centres:	Maximum 1 space per doctor and professional staff plus 1 space per 4 others staff plus 1 per consulting room.	
Schools:	Maximum 1 space per 2 members of staff. Zero spaces to be provided for pupils, other than for those with special needs.	
Further educational establishments	1 space per 2 staff plus 1 space per 15 students	
All other community uses:	All car parking to be justified.	

Justification will be required for any variation to these standards.

8. ACCESS FOR THE DISABLED

Disabled members of the community are to be provided through new development the opportunity to travel to and from sites using the more sustainable forms of transport. In particular wheelchair access will be an integral part of pedestrian access and access to public transport. Provisions to assist access to more sustainable forms of transport by people with other mobility, visual and hearing impairments will need to be demonstrated at the design stage of development. Uniquely there are minimum car parking standards for disabled parking these are:

CAR PARKING (ACCESS FOR THE DISABLED)

<i>Item</i>	<i>Standard</i>	<i>Notes</i>
Employment sites retail, leisure and community facilities	All car parks a minimum of 1 or 5% of total capacity.	<i>All spaces will be clearly marked exclusively for the use of disabled motorists and maintained as such. Surplus spaces for disabled parking for all developments that cease to be needed will be removed and the land brought into some other use. Advice on providing car parking for the disabled motorist is available in the Department of Transport Traffic Advisory Leaflet 5/95 "Parking for Disabled People".</i>

9. TRAVEL PLANS

A Travel Plan is a package of measures designed to reduce reliance on car travel and encourage more sustainable forms of travel and travel habits. The plans will seek to influence the way people travel to and from developed sites. Each plan will be tailor made for each site and it is neither possible nor desirable for the standards to proscribe the contents of a travel plan. An agreed plan can require any of the following:

Physical works that support the more sustainable forms of travel

Provision to maintain features that encourage sustainable travel

Workforce questionnaires

Target setting

Establishing who is responsible for resourcing the plan

Establishing the circumstances by which a breach of planning control has occurred in relation to the travel plan not being adequately implemented

Travel awareness measures.

This list is not intended to be exhaustive.

All development that is likely to generate additional traffic will require the development and implementation of a Travel plan. It should be an expectation of developers that a travel plan will be required by means of a planning condition or section 106 agreement. It is therefore advisable for developers to consider travel plan implications at an early stage of the planning process.

The implementation of a Travel Plan will be continual obligation upon all future site owners or operators. A fact sheet on how to develop a Travel Plan is given in Appendix 1.

Appendix 1

WHAT IS A TRAVEL PLAN

A travel plan is a package of measures to promote cleaner and healthier travel choices for particular groups of people. Such choices will reduce car usage and improve the local environment.

HOW TO PRESENT YOUR TRAVEL PLAN

Written material required

In preparing the written material detailing your travel plan, it is essential to identify the target audience. It may be helpful to have two separate documents. One, containing detailed information, as the day-to-day working document. The second, and more concise document, to be issued to all staff. An executive summary could be particularly useful for selling the travel plan to management, staff and external organisations.

Components of your travel plan document

Your travel plan will be unique to your site. However, 'good practice' travel plan documents should contain information on:

- Background to your organisation's site(s) -location, numbers of people etc.
- Objectives -identify what you are trying to achieve from your travel plan.
- Scope of the Plan - identify the travel elements of your organisation's business activity, which the travel plan is addressing.
- Benefits – outline the benefits of the travel plan (e.g. health, choice, less congestion etc.)
- Actions - identify the proposed actions/measures to achieve your stated objectives.
- Marketing -identify how you will market the travel plan.
- Targets -identify targets to determine whether your objectives are being achieved.
- Monitoring -identify how you will monitor the effectiveness of your travel plan including what will be monitored and who will be responsible for monitoring.
- Dissemination - people will want to share in the success of the plan and will want to know what the results are.

Keys to success. A 'good' travel plan will:

- Have senior management support and their full commitment must be demonstrated.
- Be based on current travel patterns - you will need to carry out a site assessment/ Staff Travel Survey/ audits to identify current travel behaviour and to find out what people would be prepared to do.
- Have clear objectives - the objectives must provide focus and direction, link with environmental initiatives and explain the benefits for the individual, the department, the environment and the community.
- Include a comprehensive package of measures ('carrots' and 'sticks') -introduce incentives first, but disincentives are likely to be needed to bring about change. Not everyone's travel behaviour is the same so you will need to ensure that a range of measures are provided to appeal to as many people as possible.
- Have staff time allocated - a co-ordinator should be appointed to drive the plan forward.
- Have staff involvement - all employees should be involved and staff/ visitors with particular mobility needs should be recognised.
- Include extensive marketing - both of the travel plan itself and of specific measures.
- Set clear targets, with specific dates for their achievement.
- Establish monitoring procedures - identify who will be responsible for monitoring, when the monitoring will occur, what will be measured and how the results will be disseminated and fed into the review process.

For many organisations, introducing a travel plan may mark a change in existing company culture and reliance upon the car. Your travel plan must take this into account and your staff will need to be assured that the travel plan is not anti-car (some people have no alternative to using a car) but is a means of providing more choice of travel options. You should also promote the notion to staff that even small changes from individuals will help:

For further information on travel plans and sustainable travel or if you would like to receive this information in another language or in another format such as large print, Braille or on audiotape, please contact:

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IF EVERY CAR COMMUTER USED AN ALTERNATIVE TO THE CAR ON JUST ONE DAY A WEEK, CAR USAGE LEVELS FOR COMMUTING AND CAR PARKING REQUIREMENTS COULD IMMEDIATELY BE REDUCED BY AS MUCH AS 20%.