



# Interim Parking Standards February 2016

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## INTRODUCTION

On 27<sup>th</sup> March 2015, a Ministerial Statement updated Paragraph 39 of the National Planning Policy Framework. This addition stated that “Local Planning authorities should only impose local parking standards for residential and non-residential development where there is clear and compelling justification that it is necessary to manage their local road network.”

Clarification in the statement went on to say "The imposition of maximum parking standards under the last Administration lead to blocked and congested streets and pavement parking. Arbitrarily restricting new off-street parking spaces does not reduce car use, it just leads to parking misery. It is for this reason that the Government abolished national maximum parking standards in 2011. The market is best placed to decide if additional parking spaces should be provided".

It is considered that the applicant is best placed to assess operational demands, but where there is evidence of existing congestion as a result of on road parking or the route is of importance strategically and consequently economically parking must be provided proportionate to demand.

Worcestershire County Council's Local Transport Plan 3 includes the Highway Design Guide which, in turn, details the Council's parking policies. In light of this statement and the Council's Corporate Plan 2013-2017, the parking sections and Appendix A in the Highway Design Guide is revoked and is replaced by the standards below, otherwise, the Highways Design Guide remains current.

## RESIDENTIAL

There is a no direct relationship between car parking provision and choice of transport mode, so, a minimum provision for residential need should be made to ensure suitable in-curtilage storage as per the following:

### **FLATS WITH COMMUNAL PARKING AREA:**

1 Bedroom Flat – 1 Car Space, 1 Cycle Space  
2 Bedroom Flat – 2 Car Spaces, 2 Cycle Spaces

### **DWELLING HOUSES:**

1 Bedroom House – 2 Spaces, 2 Cycle Spaces  
2 / 3 Bedroom House – 2 Spaces, 4 Cycle Spaces  
4 + Bedroom Houses – 3 Spaces, 6 Cycle Spaces

Garages are excluded from the car parking calculations due to the ability to convert them to habitable accommodation without the need for permission and their usage for personal storage rather than that of a vehicle. The exception to this being where they are equipped for electric vehicle charging and then a condition will be imposed ensuring its retention for the purposes of parking a vehicle. They can be considered as cycle storage but should be oversized if they are acting as a parking space as above.

## **CAR FREE DEVELOPMENT**

In town and city centres it may be appropriate not to provide car parking spaces at all. In such cases, detailed consideration must be given to the opportunity to access the site sustainably, the proximity to local amenities, transport interchange points and parking restrictions.

## **VISITORS**

These are permitted to be counted within the street due to their short term duration and infrequent occurrence. Where existing on street demand or parking restriction prevents this, off road provision should be made for 1 space per 5 dwellings.

Provision should also be made for cyclists; these spaces should be shared and the number proportionate to the scale of the development.

## **COMMERCIAL / INDUSTRIAL (NON-RESIDENTIAL)**

Commercial operators are best placed to understand the needs of their business and to determine how land under their control should be managed. Car parking need is a subjective matter partially in the mind of neighbours; so a minimum parking provision for each development should be provided based on a car parking accumulation exercise using trip rates for that use class. Trip rates should either be derived from first principles or from existing data, for example; TRICS.

Adequate space for heavy goods, delivery and public service vehicles must be made within the site boundary, which should not conflict with the proposed parking arrangements.

## **CAR FREE DEVELOPMENT**

As with private car provision, in certain highly accessible locations such as in town and city centres it may be appropriate not to provide car parking spaces at all. Consideration must be given to the opportunity to access the site sustainably, the availability and capacity of public car parks and the number of linked trips. Provision for servicing and deliveries must always be made within the site, unless there is a strong fall-back position which would remove this requirement.

## **OTHER USERS NEEDS**

Consideration and provision must be made for disabled badge holders, motorcycles, bicycles and electric vehicles. The following ratios are required.

- **Disabled:** 1 space per 20 car parking spaces
- **Motorcycle:** 1 space per 20 car spaces
- **Bicycle Space:** 1 space per 10 car spaces, but a minimum provision of 6 spaces.
- **Electric Vehicle Charging Spaces:** 1 space per 50 car spaces, but a minimum provision of 1 space.

Commercial development should be supported by a travel plan to promote sustainable travel choices irrespective of the number of car parking spaces provided.

## REFERENCE DOCUMENTS

This is not a definitive list, but indicates where detailed guidance can be found:

- Car Parking, What Works Where – English Partnerships
- Guidance Note: Residential Car Parking – CIHT - 2012
- LTN 2/08 – Cycle Infrastructure Design - 2008
- Manual for Streets – DfT – 2007
- Planning for Cycling – CIHT – 2014