

Regional Parking Standards

The existing policy is set out in RSS Policy RT2. This current is as follows:

Policy RT2 – Managing Travel Demand

The Regional Planning Body, local authorities, and other highway and transport authorities should develop a coordinated approach to managing travel demand. Early consultation with the Highways Agency will be required for any proposal that may affect the trunk road network. In particular, efforts should be aimed at reducing the proportion of car-borne commuting and education trips made during peak periods and tackling the most congested parts of the motorway network including M6, M56, M60 and M62. In rural areas, the focus should be on major tourist areas where visitor pressure is threatening the local environment and quality of life. Measures to discourage car use should consider improvements to and promotion of public transport, walking and cycling.

Plans and strategies will need to be specific to the nature and scale of the problems identified, set clear objectives and specify what is being proposed, why it is necessary and what the impacts will be. They should:

- Ensure that major new developments are located where there is good access to public transport, backed by effective provision for pedestrians and cyclists to minimise the need to travel by private car;
- Seek to reduce private car use through the introduction of 'smarter choices' (see examples in paragraph 8.6) and other incentives to change travel behaviour which should be developed alongside public transport, cycling and pedestrian network and service improvements;
- Consider the effective reallocation of road space in favour of public transport, pedestrians and cyclists alongside parking charges, enforcement and provision and other fiscal measures, including road user charging;
- Make greater use of on-street parking controls and enforcement;
- incorporate maximum parking standards that are in line with, or more restrictive than, Table 8.1, and define standards for additional land use categories and areas where more restrictive standards should be applied. Parking for disabled people and for cycles and two-wheel motorised vehicles are the only situations where minimum standards will be applicable.

It is proposed that the wording of the final bullet point in the current policy in RSS (as set out above) should be changed to:

- incorporate maximum parking standards that are in line with, or more restrictive than, Table 8.1, and define areas where more restrictive standards should be applied based on the approach outlined in Appendix 1. Parking for disabled people, motorcycles and cycles are the only situations where minimum standards will be applicable.

This would be accompanied by a revised Table 8.1 and Appendix 1 (see below).

Supportive Text

1. The North West Parking Standards as set out in revised Table 8.1 (see Appendix 1) provides the framework for the identification at a local level of the upper limit of parking provision within new developments across the region. The numerical standards included in the table have been benchmarked against existing practice at both a local level within the North West and a

regional level across the rest of the country. However it must be noted that parking standards are only a single tool within the wider spatial planning policy and development management process undertaken by local planning policy and highway authorities. In order to control parking provision, the standards must be intrinsically linked with a range of other measures and issues within the wider context of the spatial planning process or their value and impact in delivering sustainable development will be limited.

2. The parking standards are based on a combined assessment of broad development location and local accessibility. This approach is designed to allow for varying levels of accessibility to be taken into account, both at a local level and across the region as a whole. Standards should be more restrictive in those areas that have the highest levels of public transport accessibility and development density and, where appropriate, in environmentally sensitive areas such as the Lake District National Park. In determining the quantity of parking provided at an individual site, a two staged approach has been developed. The first stage is to review the location of the proposed development in relation to the region's settlement patterns and allocate it to one of the three Area Accessibility Categories in order to determine the maximum amount of parking that would normally be permitted at a development. The three Area Accessibility Categories have been developed to broadly group different areas according to their general levels of accessibility rather than implementing uniform standards across the whole region. It will be the responsibility of each local authority to divide all areas within their boundary into the three Area Accessibility Categories. Further advice on the Area Accessibility Categories is provided in appendix 1. The second stage uses a questionnaire to assess the accessibility of the site by a range of modes of transport looking at the quality and quantity of choices available in the immediate vicinity of the site. This assessment provides a basis for calculating a reduction in the maximum number of spaces that would normally be permitted as a consequence of the potential for the site to be reached by modes other than the private car. The questionnaire and further advice is provided in appendix 1.
3. Standards for the provision of parking spaces for bicycles, motorcycles HGV and coaches have been developed and are included within the table. Cycling standards should take into account local variations as well as travel planning and any cycle network proposals in order to encourage cycling both for the specific development but also within the wider area. For developments that cater for a range of cycle users (e.g. staff and visitors), consideration should be given to providing a range of cycle parking allowing for both long and short stays. Along with motorcycles, cycling should be encouraged as an alternative to private car travel and parking should be provided at a level to assist in this. Both HGV and coach parking should be developed on a case by case basis through discussions between local authorities and developers, taking into account land use classes, local circumstances and operational requirements.
4. Disabled parking standards as detailed in the revised table 8.1 have been derived from national Government guidance¹. When setting parking standards, the developer should consider within their proposals whether developments are likely to have higher levels of use by disabled drivers, possibly due to development type and location. Furthermore, local authorities should assess whether there are any specific circumstances within their areas that indicate generally higher levels provision for disabled parking would be locally appropriate. The involvement of local disabled and elderly groups may be particularly useful in such an assessment and the monitoring of implementation. The disabled standards set out in the table should be taken as the minimum number of spaces and should be included as part of the overall parking provision of a development.

¹ "Traffic Advisory Leaflet 05/95 Parking for Disabled People", DfT.

PROPOSED PARKING **STANDARDS TABLE 8.1**

Interim Draft Policy – North West Regional Parking Standards – Proposed Revised Table 8.1

A Class	B Broad Land Use	C Specific Land Use	D Area Type A	E Area Type B	F Area Type C	G Apply Accessibility Questionnaire?	H Disabled Parking		J Bicycles	K Motorcycles	L Coaches		N Comments	O Considerations	
							Up to 200 bays	Over 200 bays			Parking (Minimum)	Drop Off (Minimum)		Parking Management and Design	Sustainable Travel
A1	Shops	Food Retail	1 space per 16 sqm	1 space per 15 sqm	1 space per 14 sqm	Y	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 space per 140 sqm (minimum of 2 spaces)	1 space per 350 sqm (minimum of 2 spaces)	-	-	Smaller food and non-food facilities (say under 500sqm) may require significantly less parking due to serving local needs - each application to be judged on its merits	a) Charging should be considered for all major retail developments including out-of-town b) On-street parking controls should be considered c) Provision for parent & child spaces should be considered	a) Travel Plans covering staff, shoppers and deliveries b) Home delivery services (potentially a network with other retailers)
		Non-food Retail	1 space per 22 sqm	1 space per 21 sqm	1 space per 20 sqm	Y	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 space per 200 sqm (minimum of 2 spaces)	1 space per 500 sqm (minimum of 2 spaces)	-	-	Includes hairdressers, undertakers, travel agents, post offices, pet shops, etc (say under 500sqm) may require significantly less parking due to serving local needs - each application to be judged on its merits		
		Retail warehouses	1 space per 60 sqm	1 space per 45 sqm	1 space per 40 sqm	Y	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 space per 200 sqm (minimum of 2 spaces)	1 space per 500 sqm (minimum of 2 spaces)	-	-			
A2	Financial and Professional Services	Banks/Building societies, betting offices, estate and employment agencies, professional and financial services	1 space per 35 sqm	1 space per 32 sqm	1 space per 30 sqm	Y	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 space per 200 sqm (minimum of 2 spaces)	1 space per 500 sqm (minimum of 2 spaces)	-	-		a) Charging should be considered for all major retail developments including out-of-town b) On-street parking controls should be considered c) Secure deliveries should be considered d) Parking standards should also be considered in the light of the pa	Whenever possible new facilities should consider travel plan measures for staff, even when numbers are small. Incentives for public transport use can be particularly important for some staff and reduce the demand for all day parking.
A3	Restaurants and Cafes	Restaurants, Cafes/Snack Bars, fast food & drive through	1 space per 8 sqm of public floor area	1 space per 6 sqm of public floor area	1 space per 5 sqm of public floor area	Y	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 space per 50 sqm (minimum of 2 spaces)	1 space per 125 sqm (minimum of 2 spaces)	Negotiated on a case-by-case basis	Negotiated on a case-by-case basis			
A4	Drinking Establishments	Public Houses/Wine Bars/Other Drinking Establishments	1 space per 8 sqm of public floor area	1 space per 6 sqm of public floor area	1 space per 5 sqm of public floor area	Y	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 space per 50 sqm (minimum of 2 spaces)	1 space per 125 sqm (minimum of 2 spaces)	Negotiated on a case-by-case basis	Negotiated on a case-by-case basis			
B1	Business	Office, Business Parks, Research and Development	1 space per 40 sqm	1 space per 32 sqm	1 space per 30 sqm	Y	Individual bays for each disabled employee plus 2 bays or 5% of total capacity whichever is greater	6 bays plus 2% of total capacity	1 space per 300 sqm (minimum of 2 spaces)	1 space per 750 sqm (minimum of 2 spaces)	-	-	Provision at business parks may enable some sharing of spaces between development plots; this should be taken into account within proposals.	a) Locations which are not accessible by a range of modes of transport should be resisted. b) Parking provision should reflect a comprehensive approach to the accessibility of the site.	Even small office developments may be able to provide facilities for cyclists and incentives for staff to use public transport as part of a travel plan. A range of travel plan measures should be identified and secured as part of the grant of planning perm
		Call Centres	1 space per 40 sqm (starting point for discussions)	1 space per 32 sqm (starting point for discussions)	1 space per 30 sqm (starting point for discussions)	Y	Individual bays for each disabled employee plus 2 bays or 5% of total capacity whichever is greater	6 bays plus 2% of total capacity	1 space per 300 sqm (minimum of 2 spaces)	1 space per 750 sqm (minimum of 2 spaces)	-	-	Use as a starting point with each application judged on its own merits. A less strict standard may often be appropriate but local authorities must be mindful of change of use issues.		
B2	General Industry	General Industry	1 space per 60 sqm	1 space per 48 sqm	1 space per 45 sqm	Y	Individual bays for each disabled employee plus 2 bays or 5% of total capacity whichever is greater	6 bays plus 2% of total capacity	1 space per 450 sqm (minimum of 2 spaces)	1 space per 1000 sqm (minimum of 2 spaces)	-	-	Includes general industry in residential areas	a) Locations which are not accessible by a range of modes of transport should be resisted. b) Parking provision should reflect a comprehensive approach to the accessibility of the site.	A range of travel plan measures should be identified and secured as part of the grant of planning permission.
B8	Storage and distribution	Storage and distribution	1 space per 100 sqm	1 space per 100 sqm	1 space per 100 sqm	Y	Individual bays for each disabled employee plus 2 bays or 5% of total capacity whichever is greater	6 bays plus 2% of total capacity	1 space per 850 sqm (minimum of 2 spaces)	1 space per 2000 sqm (minimum of 2 spaces)	-	-	1 space per 100 sqm suggested by EIP Panel Report		Staff numbers likely to be small limiting scope for travel plan measures.

C1	Hotels	Hotels, boarding and guesthouses		1 space per bedroom including staff parking provision	1 space per bedroom including staff parking provision	1 space per bedroom including staff parking provision	Y	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 space per 10 guest rooms (minimum of 2 spaces)	1 space per 25 guest rooms (minimum of 2 spaces)	Negotiated on a case-by-case basis	1 (hotels only)	The inclusion of ancillary uses such as conference centres and publicly available leisure centres should initially be treated as additional to the general hotel use. However, assessments should be made of potential efficiencies in parking provision, making	Parking provision must reflect accessibility.	Travel offers transport. There users remain informed of alternative
C2	Residential Institutions	Residential care homes/Nursing Homes		1 per 4 beds	1 per 5 beds	1 per 5 beds	Y	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 space per 40 beds (minimum of 2)	1 space per 100 beds (minimum of 2)	-	-	These standards should cater for all users of the development, not just residents	Parking requirements must reflect the likely proportion of disabled residents and visitors.	Organic encourage alternative travel
		Sheltered accommodation		1 space 2 beds	1 space 3 beds	1 space 3 beds	Y	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 space per 20 beds (minimum of 2)	1 space per 50 beds (minimum of 2)	-	-	These standards should cater for all users of the development, not just residents		
C3	Dwelling houses	Dwelling houses	1 bedroom	0.5 to 1	1	1	N	Negotiated on a case-by-case basis	Negotiated on a case-by-case basis	1 (allocated)	-	-	-	Cycle parking need not be provided if garages are available.		All residents more include a range of alternative
			2 to 3 bedrooms	1.5	2	2	N			2 (allocated)	-	-	-			
			4+ bedrooms	2	3	3	N			1 (communal)	-	-	-			
D1	Non-residential institutions	Clinics and health centres (excludes hospitals)		1 space per 2 staff plus 3 per consulting room	1 space per 2 staff plus 4 per consulting room	1 space per 2 staff plus 4 per consulting room	Y	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	2 spaces per consulting room (minimum)	1 space per 2 consulting rooms (minimum)	-	-		Priority must be given to operational needs and people with mobility problems	Every encourage using provision people
		Creches, day nurseries and day centres		1 per member of staff	1 per member of staff	1 per member of staff	Y	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 space per 4 staff and 1 per 200 sqm for visitors (minimum of 2 spaces)	1 space per 10 staff (minimum of 2 spaces)	Negotiated on a case-by-case basis	Negotiated on a case-by-case basis	Drop-off spaces to be determined on a case-by-case basis. Day care centres may require spaces for attendees (1 space per 4 attendees).		
		Schools (Primary and Secondary)		1 space per classroom	2 spaces per classroom	2 spaces per classroom	Y	Case-by-case basis	Case-by-case basis	1 space per 5 staff plus 1 space per 3 students.	1 space per 10 staff	Negotiated on a case-by-case basis (based on demand for school buses)	1	a) Classrooms include any teaching space within a school including such things as gyms, science rooms, drama studios, etc. b) These standards are the starting point but account should be taken of variations between primary and secondary schools and those	Walking, cycling and use of public transport should be encouraged by pupils and staff	All new travel sustain should well a
		Art galleries, museums, libraries		1 space per 40 sqm	1 space per 25 sqm	1 space per 20 sqm	Y	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 per 200sqm, (minimum of 2 spaces)	1 per 500sqm, (minimum of 2 spaces)	Negotiated on a case-by-case basis	1			
		Halls and places of worship		1 space per 10 sqm	1 space per 6 sqm	1 space per 5 sqm	Y	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 per 50sqm, (minimum of 2 spaces)	1 per 125sqm, (minimum of 2 spaces)	-	-		Need to consider the times at which these developments are used. Where evenings predominate account will need to be taken of the location and whether parking needs can be met by sharing with surrounding uses that do not have evening uses, or clash with r	Support development respect some difficult
		Higher and Further Education		1 space per 2 staff	1 space per 2 staff+1 space per 10 students	1 space per 2 staff+1 space per 15 students	Y	Case-by-case basis	Case-by-case basis	1 space per 5 staff plus 1 space per 3 students	1 space per 12 staff plus 1 space per 10 students	Negotiated on a case-by-case basis	1		Walking, cycling and use of public transport should be encouraged by pupils and staff	Travel mean parking
D2	Assembly and leisure	Cinemas, bingo and casinos, conference centres, music and concert halls		1 per 10 seats	1 per 6 seats	1 per 5 seats	Y	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 per 20 seats (minimum of 2 spaces)	1 per 50 seats (minimum of 2 spaces)	Negotiated on a case-by-case basis	1		These facilities should only be provided where there is a choice of mode of transport.	Travel mean parking
		General leisure: Dance halls (but not night clubs) swimming baths, skating rinks and gymnasiums		1 space per 25 sqm	1 space per 23 sqm	1 space per 22 sqm	Y	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 per 20 seats (minimum of 2 spaces)	1 per 50 seats (minimum of 2 spaces)	Negotiated on a case-by-case basis	1			
-	Miscellaneous/ Su Generis (Examples)	Theatres		1 per 10 seats	1 per 6 seats	1 per 5 seats	Y	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 per 20 seats (minimum of 2 spaces)	1 per 50 seats (minimum of 2 spaces)	Negotiated on a case-by-case basis	1		These facilities should only be provided where there is a choice of mode of transport.	Travel mean parking
		Motor car showrooms		1 space per 60 sqm internal showroom	1 space per 52 sqm internal showroom	1 space per 50 sqm internal showroom	N	3 bays or 6% of total capacity whichever is greater	4 bays plus 4% of total capacity	1 per 5 staff	Minimum of two spaces	-	-	Excludes operational spaces such as MOT spaces, external sales areas and storage		
		Petrol Filling Stations		1 space per pump	1 space per pump	1 space per pump	N	1 space minimum	-	1 per 5 staff	Minimum of two spaces	-	-	Ancillary retail units should be assessed separately		

Note: If coach drop-off spaces are provided off the public highway, they may be used as coach parking spaces
 Note: Local Authorities to define local coach standards, taking account of locally available coach parking and pick-up/set-down facilities

APPENDIX 1

Area Accessibility Categories

The three area accessibility categories below relate to Policy RDF1 – Spatial Priorities and broadly group different areas according to their general levels of accessibility.. It is accepted that, in comparison, accessibility in areas within Manchester and Liverpool city centres, for example, are significantly higher than in the centres of regional towns and cities. The proposed parking standards do not attempt to categorise every individual location in the region. Each local authority, while implementing standards, will divide all areas within their boundaries into the three Area Accessibility Categories. Therefore, local authorities will need to decide on the boundaries between different areas such as where the city centres finish and where the suburbs and wider urban areas begin.

Area Accessibility Category	Locations
A	<ul style="list-style-type: none"> ▪ City and town centres in metropolitan areas, ▪ Regional town and city centres
B	<ul style="list-style-type: none"> ▪ Non-metropolitan key service centre town centres ▪ District or local centres in metropolitan areas ▪ District or local centres in regional towns and cities.
C	<ul style="list-style-type: none"> ▪ All other areas

Area Accessibility Category A includes the main metropolitan city centres (i.e. Liverpool and Manchester), the town centres in metropolitan areas (e.g. Bolton and Stockport town centres) and regional town and city centres (e.g. Crewe town centre and Preston city centre).

Area Accessibility Category B includes the town centres within non-metropolitan Key Service Centres (e.g. Wilmslow and Ormskirk); together with District or local centres in metropolitan areas and in regional towns and cities (i.e. not the main town or city centres but those serving local areas and neighbourhoods).

Area Accessibility Category C includes all other development areas within the settlement hierarchy ranging from the urban area and suburbs in metropolitan areas and those in regional towns and cities to villages and rural and remote rural areas.

Accessibility Questionnaire

Mode	Criteria	Variation	Possible Scores	Actual Score
Walk	Quality of provision for pedestrians	Good: <ul style="list-style-type: none"> Footways greater than 2m wide Choice of access points to the site for pedestrians enabling travel from the site in 3 or more directions (with more than 60° between them) All pedestrian routes well maintained, with high quality surfaces, provision of street furniture and good quality lighting 	3	
		Moderate: <ul style="list-style-type: none"> Footways defined (with kerbs) but of minimum 2m width At least two pedestrian accesses to the site giving access in different directions – at least 90° between them Footways maintained to a reasonable standard Street lighting present 	2	
		Poor: <ul style="list-style-type: none"> No footways adjacent to site Pedestrians immediately on to an area where traffic has priority Access only available at one point Little or no street lighting 	0	
Cycle	Quality of provision for cyclists	Good: <ul style="list-style-type: none"> Cycle parking provided, including some which is sheltered and/or secure Dedicated facilities for cycles – including cycle lanes, advance stop lines within 100m from the site Good choice of access points to the site and excellent permeability giving route choices to, from and within the site Part or all of the site available only to pedestrians and cyclists with traffic movements restricted Design and maintenance of surrounding area to high standards, sympathetic to needs of cyclists 	3	
		Moderate: <ul style="list-style-type: none"> Limited ability to park a bike Shared space, but low traffic flows making this a satisfactory situation Road surfaces of an adequate standard for cyclists Some choice of accesses to the site – with reasonable permeability for cyclists giving at least two directions of access 	2	
		Poor: <ul style="list-style-type: none"> No parking facilities for cyclists on the site All space shared with vehicular traffic Access on to a busy street/road where traffic dominates Only one practical access point for cyclists Restrictions on movement caused by one way streets 	0	
Bus	Walking distance to nearest bus stop from main entrance to building	<100m	3	
		<400m	2	
		>400m	0	
	Quality of bus stop (if within 800m walking distance)	Good: <ul style="list-style-type: none"> Clearly marked stop with adequate space on footway Raised kerbs to allow easier access to the bus Clear written information or real time information available Shelter and seating available in waiting area Well lit Other security measures (e.g. CCTV to increase sense of personal security) 	2	

Mode	Criteria	Variation	Possible Scores	Actual Score	
	Bus frequency of principal service from nearest bus stop (If within 800m walking distances)	Moderate: <ul style="list-style-type: none"> Clearly marked stop on footway providing adequate width Written information about services available Shelter and seating available Adequate lighting 	1		
		Poor: <ul style="list-style-type: none"> Positioned on footway of 2m width or less Marked only by pole and flag Little or no information about services No sheltered waiting facilities Environment affected by volumes of traffic Little or no street lighting 	0		
		15mins or less	4		
		30mins or less	2		
		60mins or less	1		
		>60mins	0		
		Distance to nearest bus station/major interchange (10 or more routes)	<200m	5	
			<400m	3	
			<800m	2	
			>800m	0	
Number of bus services stopping within 400m walking distance of main entrance to building	6 or more	5			
	2 to 5	3			
	1	1			
	0	0			
Tram	Walking distance to nearest tram stop	<200m	4		
		<400m	3		
		<800m	2		
		>800m	1		
		No tram system	0		
Train	Number of railway stations within 1,200m walking distance	2+	3		
		1	2		
		0	0		
	Walking distance to nearest railway station	<400m	4		
		<800m	3		
		<1,200m	2		
		>1,200m	0		
Quality of nearest railway station (If within 1,200m walking distance of the site)	<ul style="list-style-type: none"> Good: <ul style="list-style-type: none"> Extensive waiting areas on platforms, including enclosed and heated space Toilets Excellent information about services including real time information Ability to change platforms and make connecting trains to different destinations Ticket office/ticket machines Staff available at all times CCTV and other security measures to provide sense of personal security Retail facilities – refreshments and range of other shops Fully accessible with lifts and ramps 	3			

Mode	Criteria	Variation	Possible Scores	Actual Score
		<ul style="list-style-type: none"> Interchange to bus/tram and taxi from Immediate surroundings 		
		Moderate: <ul style="list-style-type: none"> Reasonable waiting areas on platforms and in enclosed spaces Toilets Good information about services including real time information Ticket office Staff available Some refreshments/ newsagents Lifts Taxi rank outside 	2	
		Poor: <ul style="list-style-type: none"> Limited waiting areas – not enclosed No toilets Information limited to timetable displays and recorded announcements No facilities to purchase tickets No staff present or only limited presence Limited assistance for those with luggage or disabilities No lifts – requirement to negotiate steps and stairs 	0	
	Number of services per hour per direction (arrivals and departures) from nearest station (if within 1,200m walking distance of site)	>10	5	
		5 to 10	3	
		3 to 4	2	
		1 to 2	1	
		0	0	
		Total		

Notes:

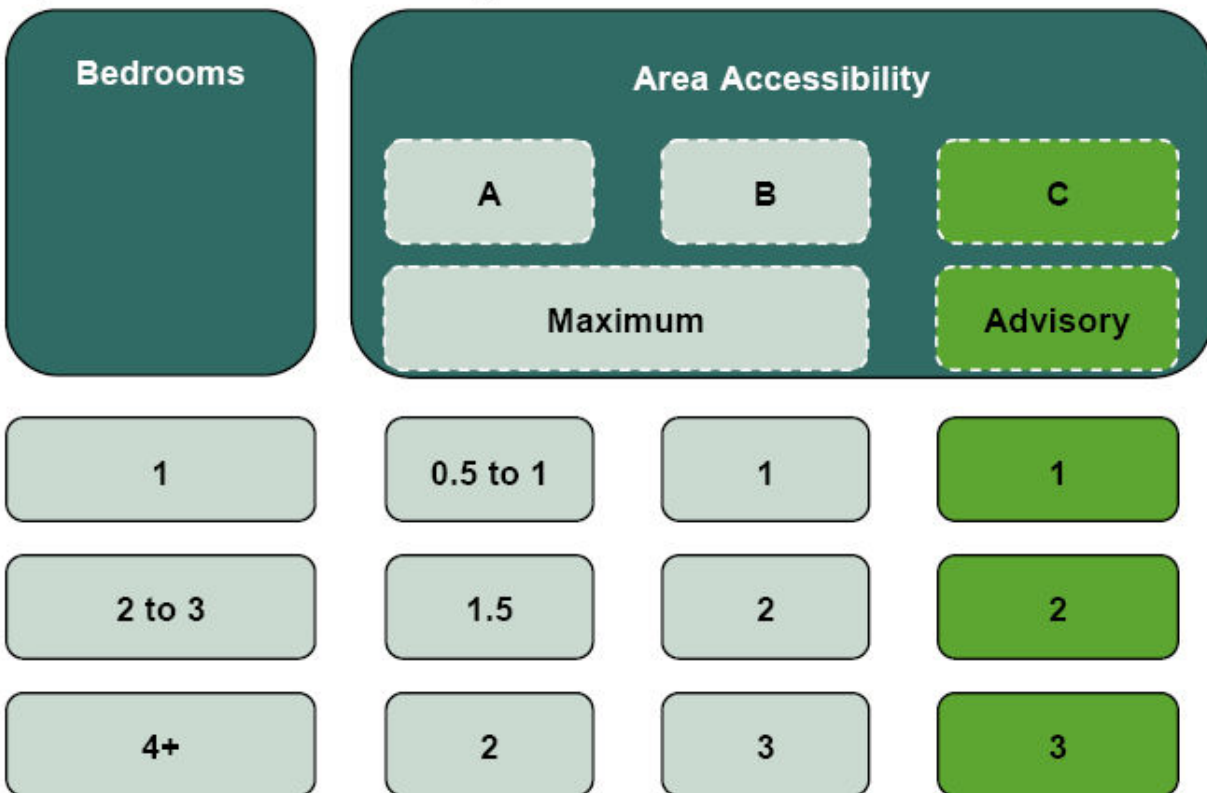
1. Walking distances are taken as the actual, 'on the ground', distances that people need to walk, taking account of footway and site layouts. These are not the direct, 'crow fly' distances.
2. The questionnaire should be completed with information gathered through a site visit and should not be solely reliant on a desktop study of the site and surrounding area.
3. Smaller sites which have no main building entrance more than 50m walking distance from a pedestrian access to the site, the point from which the level of access is assessed should be the main building entrance closest to the centre of the site. For sites with main building entrances further than 50m walking distance from a pedestrian access, the site may need to be split into plots or individual land uses as part of the assessment.
4. The information used in the completion of the questionnaire should form part of the usual content of a Transport Assessment/Statement, therefore, adequate justification for the scoring should be clear within the document.
5. The completed questionnaire should be appended to the Transport Assessment/Statement.

6. On submission of the Transport Assessment/Statement, local highway authorities should undertake a review of the completed questionnaire and form an opinion of its accuracy.

Residential Parking

- Parking provision for new residential developments should be based primarily on the broad area accessibility categories. A simplified approach is therefore proposed with the recommendation of the following standards:

Figure 7-1 – Residential Parking Standards



In addition to these standards, the following principles are proposed:

- Allocated parking can be defined as parking within the curtilage of a plot or communal parking specifically reserved for the use of one residential property. Unallocated parking is provided on a communal basis, where no one property is given specific rights to reserve a space or could be provided on-street.
- The standards are proposed on the basis of allocated or within curtilage provision. Where some or all spaces for residential developments are provided on an unallocated basis, a reduction in the overall provision may be appropriate.
- The standards for Area Accessibility Categories A and B are maxima, setting out the greatest level of provision within those locations.
- The Category C standards are advisory. Some developments may put forward car parking provision very much lower than these advisory levels. If these proposals are to

be granted planning permission with significant lower car parking provision, within Category C areas, the provision for and investment in alternative modes and mechanisms to reduce the need to own cars will be significant.

- Garage spaces are not included within the space provision. However, if development provides them and their long term use for the storage of a vehicle is protected by appropriate planning conditions it may be appropriate to include them.
- Consideration should be given to the reduction in provision at locations with very high accessibility within Area Accessibility Category A. In some locations, zero provision may be appropriate but subject to provision for operational needs such as deliveries, decorators, cleaners etc. Where such proposals are taken forward, they should be implemented in parallel with other sustainable travel measures including residential travel plans, access to car clubs etc. In addition, management and enforcement of unauthorised parking should be considered to avoid subsequent design and environmental issues.
- Consideration should be given as to whether reduced parking provision for affordable housing developments would be appropriate, justified and feasible within local authority areas.

Exclusions from the Standards Table

- A number of broad and specific land uses have not been included within the standards table for a number of reasons as set out below.
 - The majority of these land uses are not generally covered by local parking standards.
 - No requests for guidance on these land uses came from stakeholder consultation when developing the standards.
 - Many of these land uses will not generate significant demand for parking.
 - Many of these land uses are relatively rare and therefore parking standards would be infrequently used.

Please note that the following land uses have not been included in the standards table:

A5 – Hot Food Take-Aways

- Take-aways only require a very short stay car parking within close proximity to the development. The standards for A3 should be used as a starting point but the standards should be determined on a case by case basis. It may be appropriate to undertake an assessment of parking demand in the local area to determine whether there is potential to share the parking facilities of surrounding developments.

C2 – Boarding Schools, Residential Colleges and Training Centres

- These land uses can vary significantly in their trip generation patterns due to a number of factors including whether they are focused on providing education for school pupils or adults but also whether they are entirely residential or only partly so. The land uses are relatively rare so the development of a regional standard is not required so any parking demand should be assessed on the basis of anticipated travel patterns and modal share. The boarding schools should use non-residential school parking standards as the starting point for discussions between local authorities and developers.

C2A – Secure Residential Units

- These uses are relatively rare and specialised. The level of parking provision should be based on staff and visitor requirements which must be assessed for each development.

D1 – Law Courts

- These uses are generally located within town and city centres where minimal specific provision would be required (within the exception of operational parking).

D2 – Outdoor Leisure

- The range and variety of outdoor leisure facilities is significant, including such disparate uses as football pitches, country parks, tennis courts and golf courses. As the land use covers such a wide range of facilities and activities, a single parking standard would be inappropriate and the provision of individual standards within a regional policy would not be sufficiently comprehensive to cover all potential land uses. It should therefore be recommended that local authorities develop parking standards for the more common outdoor leisure land uses within their area.

Miscellaneous – Amusement Arcades, Night Clubs, Launderettes

- These land uses are unlikely to generate significant vehicular trips and tend to be located within town or local centres where other publicly available parking is provided. Night clubs are likely to require taxi rank facilities.

C2 Hospitals, D2 Arenas and Stadia as well as Airports, Ports and Event land uses have not been included in the table although they generate significant transport and traffic related issues, sometimes on a regionally or nationally important scale. However the provision of single standards for each land use could be misleading and could ignore the complex and extensive range of issues that surround these land uses. It is therefore suggested that parking for these uses is negotiated on a case by case basis with discussions informed by detailed master plans, transport assessments and travel plans.

C2 – Hospitals

- A regional parking standard for hospitals could potentially be misleading for local authorities and hospitals trusts and would not provide any satisfactory solutions to the considerable problems that presently exist at hospital sites. In today's society hospital sites are multi-occupancy developments, which cater for more than just the district general hospital. Therefore to provide a single car parking standard, based on beds or daily outpatients, would not provide a true reflection of the complex range of uses on such sites. Therefore car parking at each hospital site should be assessed on a case-by-case basis through negotiation between the local authorities, health trusts and staff and patient groups.

Airports

- Developments within airport sites are also complex with a significant range of parking related issues. In addition to the airport operation itself, there are often hotels, conference centres, business parks and a wide range of other ancillary uses on the site. Airport's should consult with a wide range of stakeholders including local authorities and the Highways Agency in order to determine the level of car parking, as well as other transport-related issues to be resolved in the long term. The issue of car parking should be addressed in airport master plans and surface access strategies which set out their long term development plans and strategies.

Ports

- In general, car parking at ports has two main uses, for staff (both ferry and freight ports) and for ferry passengers. In determining staff parking levels, it may be appropriate to use standards relating to warehousing and offices as a starting point. Car parking for ferry uses can be analysed in two parts, firstly parking for vehicles waiting to drive on to ferries and secondly vehicles dropping off foot passengers. The first of these uses is operational parking and requirements are dependant purely on operational demand. The second use could be negotiated on a case-by-case basis, again depending on demand. Parking for HGV should be treated in a similar manner, as operational demand dictates the level of provision required.

Arena and Stadia

- Over the past few years there have been a number of high profile stadium developments within the North West and parking has often been a significant issue during the planning stages. However these new stadiums are located in significantly different areas with vastly different levels of accessibility; these include Reebok Stadium Bolton (out of town), JJB Stadium Wigan (edge of town centre), City of Manchester Stadium (regeneration area) and soon to be developed Liverpool FC Stadium (inner city). Furthermore, such developments are relatively rare, particularly within local authority areas, so such a standard would be used relatively infrequently. Appropriate car parking for arenas and stadia should therefore be negotiated on a case by case basis taking into account the following:
 - The geographical and settlement location including parking issues in the surrounding area;
 - The parking and transport facilities operated at the development being replaced;
 - Potential improvements to transport and accessibility;
 - Size of the facility and the range and type of events proposed to be held there;
 - Seasonality and frequency of use;
 - Existing parking provision;
 - Attached mix of uses and any ancillary uses (hotel, training, facilities etc);
 - Parking for coaches.

Events

- Parking standards generally do not cover provision for major events and these already tend to be negotiated on a case by case basis. In many cases transport issues surrounding events tend to be traffic management related rather than specific to car parking. Furthermore, established major events already tend to have management systems that include formal consultation and negotiation with local authorities, highway authorities and the Highways Agency, through which traffic and parking matters are dealt with. Whether they are large annual events or smaller and more frequent, such land uses can vary significantly in their trip generation and car parking requirements, so a single standard would be unlikely to cater for all types of events.