

# Gloucestershire Third Local Transport Plan

## Draft Parking and Demand Management Strategy

### Contents

1	Introduction .....	3
1.1	Aims and objectives.....	3
1.2	Policy context.....	4
1.2.1	National policy.....	4
1.2.2	Regional policy .....	5
1.2.3	Local context .....	7
1.3	Links to other Strategies in the LTP .....	7
2	Parking and demand management.....	9
2.1	Problems and opportunities .....	9
2.2	Public car parking in Cheltenham and Gloucester .....	10
2.2.1	Off-street parking .....	10
2.2.2	On-street parking.....	11
2.3	Car parking in market towns and villages.....	15
2.4	Civil Parking Enforcement .....	16
2.5	Park and Ride.....	18
2.6	Park and Share.....	18
2.7	Visitor parking.....	19
2.8	Cycle parking .....	20
2.9	Disabled parking .....	21
2.10	Parking at Railway Stations and transport hubs .....	22
2.11	Heavy Goods Vehicle (HGV) parking .....	23
2.12	Other demand management measures.....	23
3	Parking standards for new developments.....	24
3.1	Parking standards for private residential developments .....	24
3.2	Parking standards for private non-residential developments .....	26
3.3	Disabled parking standards for new developments.....	29
3.4	Cycle and motorcycle parking standards for new developments .....	29
3.5	HGV parking standards for new developments .....	31
4	Implementation Plan .....	<b>Error! Bookmark not defined.</b>
4.1	Implementation Plan period 2011-2014:.....	<b>Error! Bookmark not defined.</b>

- 4.2 Implementation Plan period 2016-2019:..... **Error! Bookmark not defined.**
- 4.3 Implementation Plan period 2019-2026:..... **Error! Bookmark not defined.**

# 1 Introduction

This parking and demand management strategy has been prepared as a supporting document to the Draft Gloucestershire Local Transport Plan 2011-2026.

Parking is a particularly emotive issue and tends to be high on the agenda during public consultation exercises on particular transport schemes and in local parish plans.

*“There is a real dilemma...between the individual’s desire to own and park a car and the collective desire to enjoy a safe and an attractive street. The neighbourhood in which we live affects fundamentally our quality of life and parking has a real impact, both positive and negative, on the way the neighbourhood looks and works. A balance between the two perspectives needs to be struck and this is only likely to happen when parking is integrated as a key component of urban design and not simply as a numerical or functional component of housing layout”.<sup>1</sup>*

It is a transport issue which can be difficult to tackle as it can bring into play the need to address the interactions between different policy areas for different stakeholders, such as:

- The provision of parking in central urban areas and Park and Ride provision;
- Parking income to local authority budgets, and the need to manage car travel demand through tariff control.
- Parking charges in relation to public transport fares

This strategy aims to set out Gloucestershire County Council’s policies, in collaboration with key stakeholders, on the management of existing parking provision in the County, and on parking standards for new developments. This document will provide a guide on parking for all modes of transport, and will address parking policies and needs in the diverse areas of the County.

## 1.1 Aims and objectives

In terms of the management of existing parking demand in the County and provision of parking as part of new developments, this strategy aims to outline policies and a specific action plan to help address the following objectives:

- To provide parking to support the economic growth and potential of towns and villages in the County in terms of:
  - The sheer provision of parking supply and its relative accessibility
  - The quality of the parking offer
  - The setting of appropriate tariffs
  - Visitor parking provision, including coach parking
  - Parking facilities for HGVs

---

<sup>1</sup> Car parking: What works where, English Partnerships (date to add), p4.

- To limit the environmental impact of car parking supply in towns and villages in the County in terms of:
  - Helping to achieve County targets on traffic reduction
  - The setting of appropriate tariffs in relation to public transport fares
  - Provision of appropriate cycling parking facilities and improved walking and cycling environments
- To minimise the impact of parking on the highway network, in terms of appropriate management of supply, particularly where there are competing needs, and road safety measures.

## 1.2 Policy context

### 1.2.1 National policy

National government provides policy, legislation and advice in relation to the provision and management of parking.

At a national level, Planning Policy Guidance Note 13: Transport (2001) sets out the use of parking policies, alongside other planning and transport measures, to reduce reliance on the car and to promote sustainable transport choices. It states:

*“The availability of car parking has a major influence on the means of transport people choose for their journeys. Some studies suggest that levels of parking can be more significant than levels of public transport provision in determining means of travel (particularly for the journey to work) even for locations very well served by public transport. Car parking also takes up a large amount of space in development, is costly to business and reduces densities. Reducing the amount of parking in new development (and in the expansion and change of use in existing development) is essential, as part of a package of planning and transport measures, to promote sustainable travel choices”.*

PPG 13 sets out that in terms of developing and implementing policies, local authorities need to:

- Ensure that levels parking provided in association with development will promote sustainable transport choices.
- Not require developers to provide more spaces than they themselves wish, other than in exceptional circumstances.
- Encourage the shared use of parking, particularly in town centres and as part of major proposals.
- Take care not to create perverse incentives for development to locate away from town centres, or threaten future levels of investment in town centres.
- Require provision of designated parking spaces for disabled people .
- Where appropriate, introduce on-street parking controls in areas adjacent to major travel generating development to minimise the potential displacement of parking where onsite parking is being limited.

Further to this, PPG13 states that local authorities should:

- Set maximum levels of parking for broad classes of development
- Adopt on-street measures to complement land use policies
- Set car parking charges to encourage the use of alternative modes

- Set appropriate levels and charges for parking, which do not undermine the vitality of town centres.
- Support public car parking control with adequate enforcement measures
- Consider resident parking schemes and other controls to avoid on-street parking in areas adjacent to developments with limited on-site parking.

In addition, PPG 13: Transport outlines the scope for Park and Ride schemes, which “in appropriate circumstances, can help promote more sustainable travel patterns, both at local and strategic levels, and improve the accessibility and attractiveness of town centres”.

Planning Policy Statement 3 (PPS3) on Housing (2006) requests that “Local Planning Authorities should, with stakeholders and communities, develop residential parking policies for their areas, taking account of expected levels of car ownership, the importance of promoting good design and the need to use land efficiently”. Notably, the predecessor document, PPG3, provides an outline maximum standard of 1.5 off-street parking spaces per dwelling, as an average provided for sustainable residential developments.

Planning Policy Statement 4 (PPS 4) on Planning for Sustainable Economic Growth, provides guidance on car parking for non-residential developments. Policy EC8 states that local planning authorities should set maximum parking standards which take account of:

- the need to encourage access to development for those without use of a car and promote sustainable transport choices, including cycling and walking;
- the need to reduce carbon emissions;
- current, and likely future, levels of public transport accessibility;
- the need to reduce the amount of land needed for development;
- the need to tackle congestion;
- the need to work towards the attainment of air quality objectives;
- the need to enable schemes to fit into central urban sites and promote linked trips;
- the need to make provision for adequate levels of good quality secure parking in town centres to encourage investment and maintain their vitality and viability;
- the need to encourage the shared use of parking, particularly in town centres and as part of major developments;
- the need to provide for appropriate disabled parking and access;
- the needs of different business sizes and types and major employers; and
- the differing needs of rural and urban areas.

Further to this, Policy EC18 outlines application of car parking standards for non-residential development. Where local parking standards are absent, maximum standards, as set out in PPG13, should be applied.

### 1.2.2 Regional policy

For the south west region, Regional Planning Guidance 10 (RPG10) (2001) provides the most current *adopted* policy position on parking. It states “the availability of car parking has a major influence on the choice of means of transport”, referring to studies that suggest “levels of parking can be more significant than levels of public transport provision in determining means of travel, even for locations very well served by public transport”. It goes on to state “reducing the level of parking in new development (and in the expansion and change of use in existing development) is essential in promoting sustainable travel choices”.

Specifically in RPG 10, Policy TRAN 5 on Demand Management, states:

Gloucestershire Local Transport Plan 2011 – 2026: DRAFT FOR CONSULTATION (18/02/10)

Highway authorities, local authorities and other agencies should actively manage urban car parking and make more efficient use of highway space in order to achieve a modal shift towards more sustainable transport. In particular, they should:

- adopt car parking, management and charging policies, including private non-residential parking charges where appropriate, which take into account accessibility criteria and avoid destructive competition between competing centres;
- ensure that parking provision in new development does not exceed the regional maximum parking standards as set out in the RTS;
- manage highway space safely and efficiently, on urban roads give appropriate priority to pedestrians, cyclists and public transport and take measures where necessary to discourage car use, including road user charging.

RPG10 sets out interim maximum parking standards for new development in reference to PPGs 11 and 13 and PPG3.

Subsequently, the South West Council document 'Developing a Regional Transport Strategy' (2004), makes reference to parking in terms of:

- Providing access for retail and other functions, but discouraging long stay commuters who are encouraged to switch to other modes of travel, specifically in the SSCTs (i.e. Gloucester and Cheltenham).
- Local authorities, working with stakeholders, need to plan and apply demand management measures such as congestion charging/workplace parking levies and parking strategies including charges, to reduce traffic in the SSCTs.

The interim strategy also states that "It is not practical or desirable to seek to apply a uniform set of parking standards in the South West region. The diversity of the region means that standards that might be appropriate in some of the larger urban centres may not be so in some of the SSCTs or the smaller towns and villages. There are concerns that pricing policy can serve to undermine competitiveness in smaller towns, but at the same time standards are an important tool in driving modal shift and ensuring that viable alternatives to private car use exist."

The strategy also sets out the need for local transport planning authorities to develop and deliver accessibility strategies and plans through their LTPs, which should set out detailed parking policies and standards that meet the requirements of PPG13 and reflect the geographical diversity of the area and public transport accessibility.

For the further development of demand management policies in the South West RTS, a Demand Management Policy Review (Mott McDonald, 2004) was commissioned of the existing policies and practices adopted by local authorities. The review advised that future demand management policies should be better integrated with other transportation policies. In addition, draft policies were developed for:

- Road User Charging/Congestion Charging
- Parking Strategies
- Effective Car Use
- Management of Road Space
- Out-of-Town Centres

## **Parking Standards**

*Standards should promote sustainable transport choices. In those parts of the region (particularly the Strategically Significant Cities and Towns (SSCTs) where levels of accessibility by sustainable modes are high (or are planned to be high), lower levels of parking provision for new development should be provided.*

## **Parking Provision**

*The total parking stock should be managed to reflect local circumstances and the relative accessibility by sustainable transport modes.*

## **Parking Charges**

*Parking charging regimes should be designed to:*

- *discourage commuting while protecting the commercial viability of town centres;*
- *avoid wasteful competition between different locations;*
- *reflect the availability of alternative more sustainable travel modes*

Demand management measures should be introduced progressively to reduce the growth of road traffic levels and congestion. This should be accompanied by a 'step change' in the prioritisation of sustainable travel measures serving these places. The range and degree of demand management measures should be determined by the functional role of the SSCT and the availability of sustainable travel modes. Priority should be given to those measures that will have the greatest impact in relieving congestion at the most congested SSCTs. Consideration should be given to the following range of measures:

- better walking and cycling measures;
- the promotion of more sustainable travel behaviour (e.g. 'Smarter Choices');
- improved facilities for public transport;
- new and expanded park-and-ride;
- improved management of road space including schemes to improve average bus speeds and high occupancy vehicle lanes;
- parking strategies included charging regimes;
- congestion charging/road pricing.

### **1.2.3 Local context**

As Gloucestershire is a two-tier authority, responsibility for parking in the County is shared between the County Council and the six District authorities. The control and management of on-street parking and Park and Ride sites is the responsibility of the County Council as highway authority. The District Councils control and manage public off-street car parks.

## **1.3 Links to other Strategies in the LTP**

As expressed throughout this document, there are strong links between this parking and demand strategy and other areas of the Local Transport Plan. Links and cross-policies exist with:

- Road Traffic Reduction Act
- Public Transport Strategy
- Transport and Health
- Cycling Strategy
- Freight Strategy
- Policies on Rail
- Policies on Powered Two Wheelers

In addition, there are explicit links with the six district authorities adopted local plans and emerging local development frameworks, in stating local parking standards for new residential and non-residential developments.



## 2 Parking and demand management

### 2.1 Problems and opportunities

This section aims to outline Gloucestershire's proposed approach and policies for the management of existing and proposed public car parking provision and parking provided on the highway network. The availability of car parking can have a significant influence on travel behaviour and patterns of movement. As such, parking management plays a key role in the development of a wider transport strategy.

The County Council's approach will be undertaken in collaboration with the District Council's who manage off-street car parks, and in consultation with relevant stakeholders, including parish and town councils. This section also considers potential wider demand management considerations in order to meet wider transport objectives in managing car travel demand.

The management of existing parking provision raises a number of potential problems and opportunities, outlined as follows:

Potential problems	Potential opportunities
Balancing the provision of parking for economic growth and managing car travel demand for long terms sustainability.	The ability to manage parking standards in new residential and non-residential developments through planning conditions.
A lack of control over an existing high level of non-residential private car parking provision.	The local authority ability (at County and District level) to control and manage on and off-street parking through measures such as tariffs and traffic regulation orders.
The varied responsibilities for car parking management, making a consistent approach to provision and tariff setting more difficult to achieve.	The local authority ability to enforce on-street parking through the decriminalisation of parking offences.
The lack of realistic alternatives to the car in certain areas of the County, weakening the case for car parking controls to restrain car use.	Regeneration and redevelopment in urban areas provides the scope to consolidate and reassess public car parking provision.
Balancing the provision of parking in accessible locations with objectives to improve the attractiveness of the public realm.	Raise revenue for the Council to reinvest in transport services and measures

In January 2009, the County Council employed its first dedicated Parking Manager to provide a focus on the introduction, management and expansion of parking restrictions and controls across the County.

Given the split management of car parking provision in a two-tier authority, there is a strong need for close working and co-operation in the management of parking provision. Currently the County Council Parking Manager chairs a joint meeting with district parking managers every other month, with one-to-one discussions between each District and the County parking managers in the months in between.

<p><b>Policy 1:</b>     <b><i>Ensure regular meetings and opportunities for discussion on parking matters are undertaken between Gloucestershire County Council and the six District Authorities, given shared parking management responsibilities.</i></b></p>
---

In addition, a strong element in the development and undertaking of parking policy and management is the need to ensure that it is applied in a way which reflects local concerns and priorities, but which is consistent across the County and is widely understood by local residents and visitors.

The diverse nature of the County, in terms of the urban area of the Central Severn Vale which includes Cheltenham and Gloucester, and the more rural districts of the Forest of Dean, Tewkesbury, Stroud and the Cotswolds, means a 'two-fold' parking strategy is required.

## **2.2 Public car parking in Cheltenham and Gloucester**

### **2.2.1 Off-street parking**

In developing a parking strategy for Cheltenham and Gloucester, there is a particular need to address public car parking provision catering for shoppers, visitors and employees to the city and town centres.

A total of 20 publicly available off off-street car parks were identified in Cheltenham (comprising total of 3,969 spaces), along with 20 off-street car parks in Gloucester (comprising a total of 4,463 spaces). The majority of these are operated by Cheltenham Borough Council and Gloucester City Council respectively.

A 2007 public car parking strategy for Gloucester was commissioned by the Gloucester Urban Regeneration Company (GHURC), which evaluated the weekday and weekend utilisation of public car parks in the City Centre area. City Centre wide, the study highlighted the general under-utilisation of car parks in the City, and a significant amount of capacity in a number of central car parks.

Cheltenham Borough Council is currently undertaking a survey of public car parks which will inform the level of usage of existing car parks in the central area, and the scope for consolidation of provision. This work is part of the Cheltenham Civic Pride work, aiming to improve the public realm in the town.

In addition, a significant stock of private non-residential (PNR) parking is located in Cheltenham and Gloucester, principally work or shopping related. Throughout Cheltenham and Gloucester, it is noted that significant quantities of employee parking is provided by employers, which does not encourage commuters to use alternative modes of transport for the journey to work. Shopping centres and superstores outside of the central area provide significant amounts of parking for their customers.

Given the high levels of accessibility in the urban areas of Gloucester and Cheltenham, parking policy is focussed on the encouragement of the use of public transport (bus and rail) and walking and cycling for commuter journeys and some shopping trips to reduce the need to travel by car.

Given current conditions, in terms of improving and managing public car parking provision, the following policies are outlined for Cheltenham and Gloucester:

**Policy 2 Cheltenham & Gloucester public car parking provision**

- Consolidate the number of existing car parks into fewer larger car parks, which provide a direct and attractive pedestrian access to the city centre.
- There should be no increase in public parking space in each urban centre over and above the existing provision.
- Seek opportunities to locate central car parks next to the primary road network to ease access and prevent traffic from using the central area of the city/town.
- Support the District Councils in identifying measures to improve the aesthetic quality and safety of off-street parking provision
- Expand the use of VMS and associated signage to direct visitors and shoppers to central short stay car parks, reducing the need for 'searching' in the central area.

**Policy 3 Cheltenham and Gloucester public car parking tariffs**

- Set tariffs and use marketing for central off-street and on-street car parks to give priority for shoppers and visitors.
- Set tariffs and use marketing to direct commuters to sites further away from the centre and Park and Ride sites.
- Set tariffs to make Park and Ride an attractive option for medium stay parkers too; this will help encourage inter-peak traffic on to Park and Ride.
- Closely manage car parking tariffs between Cheltenham and Gloucester to reduce competition between the two urban centres.

### 2.2.2 On-street parking

Gloucestershire County Council as highway authority has a key role to play in the management of on-street parking locations in Gloucester and Cheltenham.

Cheltenham has 264 pay and display parking bays, which are served by 18 machines and located within the central area. The town also has numerous shared use parking bays for permit holders and general use, and there are also numerous bays for permit holders only. Gloucester City currently has approximately 650 pay and display parking bays, which are served by 53 ticket machines and concentrated around the city centre and quayside development area.

On-street commuter parking is a particular issue in Cheltenham and Gloucester. For example, high levels of on street parking occur in the area around the shopping core, in the Bayshill and Lansdown areas of Cheltenham, where parking is currently free all day, and around Gloucestershire Royal Hospital in Gloucester. The availability of a free parking space encourages people to drive rather than consider alternative modes and, therefore, the amount of commuter parking has a direct impact on peak hour flows;

Resident parking schemes can help to address the problems associated with on-street commuter parking in residential areas. A new **Residents Parking Policy for Gloucestershire County Council** was introduced in January 2010. The policy outlines how GCC will manage requests for resident parking schemes and how these schemes will operate. It supports the implementation of parking standards appropriate to new

developments in the County. As outlined in the policy, the purpose of resident parking schemes are:

- Give priority in the use of available road space to residents
- Remove or control commuter or other parking
- Improve environmental conditions in residential areas
- Encourage the use of alternative modes of transport such as public transport, walking or cycling
- Improve the amenity value of residential areas

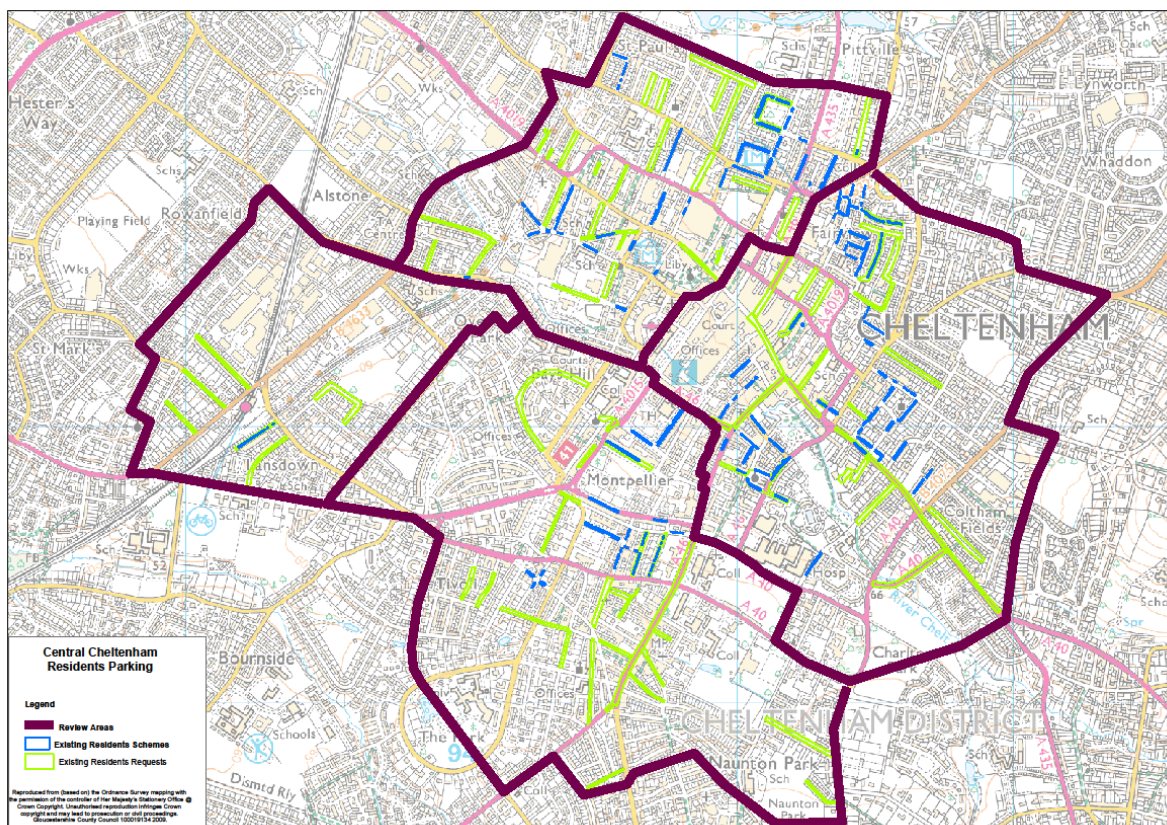
Gloucestershire's policy on resident parking schemes outlines the following advantages and disadvantages of their application:

<b>Advantages</b>	<b>Disadvantages</b>
Discourage commuter & shopper parking in residential streets	Possible knock-on effect of re-located commuter / shopper parking
Enhanced environment in residential areas	Costs of introduction and management and payment for permits
Residents find their on-street parking is easier and more convenient	Permits do not guarantee a parking space
May improve parking and traffic management	Schemes may only manage an under-supply of spaces
May improve the management of parking from new development	Can reduce overall levels of on-street parking
Can produce road safety benefits	

In 2009, the County Council introduced a very well received Experimental Traffic Order in four discreet streets in the Barton, Tredworth area to address residents parking problems through the innovative use of parking controls. The area consists of narrow one-way streets with very little off-street parking and severely restricted on-street parking. As a result, people tend to park either partially or wholly on the pavement, restricting access to properties. The experimental order involved marking parking bays half on/half off the pavement.

Requests for parking schemes by residents will be prioritised based on consideration of the following factors:

- Meeting Local Transport Plan objectives
- The availability of and demand for kerb space
- Visitor parking pressures
- Possible effects on the surrounding area
- Community support or demand
- Planning obligations (section 106 funding)
- Supporting Local Travel Plans
- The potential size and cost of the scheme



**Central Cheltenham Proposed Resident Parking Zones and Review Areas**

Residents parking is a relatively complex process to design and manage and it is inevitable that different locations will require slightly different solutions. There may be considered to be broadly three types of location where residents' parking schemes could be appropriate:

- Exclusive Permit Schemes - Demand for Parking Exceeds Supply
- Shared Use bays - On-Street Parking is not restricted to Residents
- Controlled Parking Zones (CPZs)
- Pay and Display

Further details on this, the criteria for a scheme, the prioritisation of programmed schemes and specific operational information can be found in Gloucestershire's Residents Parking Policy (2010).

**Policy 4** *Review and expand Cheltenham and Gloucester resident parking zones, as a comprehensive strategy to meet the needs of residents in urban areas as necessary*

*Key reasons to consider the development and expansion of resident parking zones include:*

- *Restriction of commuter parking around urban and employment areas*
- *Restriction of commuter parking in the proximity of rail stations*
- *Restriction of match day parking in areas around key sporting venues*
- *As a result of the Gloucester Heritage URC regeneration site plans and Cheltenham Civic Pride scheme*

The current and planned programme of resident parking schemes in Cheltenham and Gloucester is outlined in the table below:

District	Planned work
Cheltenham Borough Council	<p>Work is currently being progressed to develop a number of resident parking schemes in Cheltenham. A review of proposed schemes has been split into four areas: north, south, east and west. The eastern review area has been identified as the first area to be reviewed as it has the highest percentage of existing schemes requiring updating. The eastern review sector contains roughly a third of the requests from residents that have been received for the Cheltenham Borough.</p> <p>Work on the eastern area began in March 2010 with the remaining areas to be reviewed subsequently. Within each review area "Parking Zones" have been defined where it is thought more concentrated parking restrictions and perhaps permit parking may be appropriate.</p> <p>More detailed investigations will be undertaken into the existing parking situation in and around each of these zones and will include consultation with residents, businesses and other relevant stakeholders.</p>
Gloucester City Council	<p>Gloucestershire County Council intends to roll out the current review of residents parking to Gloucester District in the future.</p> <p>Phase one of this review is focussed upon the outer circular area of the City Centre, whilst phase two will tackle the inner circular area of Gloucester.</p>

In conjunction with the resident parking policy, the County Council is planning to extend and amend pay and display parking operations in Cheltenham and Gloucester urban areas to help increase the turnover of spaces and to deter drivers from blocking spaces in residential areas. In general, the greater the severity the parking issue, the greater the use of control measures to manage use, including the use of time limits and permit parking for spaces.

- Policy 5      *Review and expand Cheltenham and Gloucester pay and display parking to meet the needs of residents in urban areas as necessary***
- *Set tariffs and use marketing for on-street pay and display parking to give priority for shoppers and visitors. This will be undertaken in conjunction with the development of Controlled Parking Zones (CPZs) in Cheltenham and Gloucester.*

Given the many and varied policies outlined for the Cheltenham and Gloucester urban areas, it is proposed that in order to ensure a comprehensive approach is being undertaken, policies 2-5 above are considered in the context of developed parking strategies for Cheltenham and Gloucester. A process which can ensure specific policies for on and off-street parking management in each urban area are considered holistically and in full co-operation with the relevant District Councils and other key stakeholders.

- Policy 6      *GCC will work with Gloucester City Council and Cheltenham Borough Council to develop parking strategies for each area, to include:***
- *Capacity and utilisation of public car parks in towns and villages*
  - *The balance and location of on and off-street parking provision*

## 2.3 Car parking in market towns and villages

Car parking is raised as a particular issue in the Area Strategy documents for Stroud, Tewkesbury, Cotswolds and the Forest of Dean Districts.

For example:

- Capacity issues in car parks in Cirencester town.
- Local trader and resident requests in towns such as Nailsworth and Dursley for more public car parking.
- Potential consolidation of public off-street car parking provision in Stroud town centre to maximise amenity and accessibility.
- Inconsiderate parking in local residential areas due to the limited highway and off-street parking capacity. These settlements were fundamentally not designed to cope with the level of cars currently experienced.
- Tourist activity in key Cotswold towns such as Moreton-in-Marsh and Bourton-on-the-Water can lead to parking issues in particular on bank holidays and during school holidays.

In particular, parking can cause acute problems for residents in surrounding neighbourhoods, can cause safety concerns on local highways, and affect the attractiveness and accessibility of market towns and villages. A large majority of parish plans place the need to address parking issues as high on their action plans.

To reflect proposed policy in the area strategies, further work is required, in conjunction with resident parking reviews, to devise area parking strategies for each district to identify ways to more effectively manage existing provision, and identify measures to improve parking in each locality, aiming to address parish and town council concerns.

This parking strategy development will also address the current and projected need for car parking, taking into account the need to encourage use of public transport, walking and cycling to key towns and villages (based upon levels of accessibility), to meet wider LTP objectives.

<p><b>Policy 7</b>      <b><i>GCC will work with Cotswolds District Council, Forest of Dean District Council, Stroud District Council and Tewkesbury Borough Council to develop parking strategies for each area, to include:</i></b></p> <ul style="list-style-type: none"><li>• <i>Capacity and utilisation of public car parks in towns and villages</i></li><li>• <i>The balance and location of on and off-street parking provision</i></li><li>• <i>Scope for resident parking zones to address issues in residential streets – which on a wide-scale provides the scope to remove lines and signs improving the aesthetics of rural areas</i></li><li>• <i>Parish and Town Council concerns regarding parking</i></li><li>• <i>The accessibility of public transport</i></li><li>• <i>Consideration and review of parking tariffs in public car parks in towns and villages</i></li><li>• <i>Consideration of the needs of visitor parking – discussed further in section 2.7.</i></li></ul>
---

The current and planned programme of resident parking schemes in Cheltenham and Gloucester is outlined in the table below:



Cotswold District Council	Gloucestershire County Council intends to role out the current review of residents parking to Cotswold District in the future. At the moment it is expected that the review will commence after July 2011.
Forest of Dean District Council	Gloucestershire County Council intends to role out the current review of residents parking to Forest of Dean District in the future. At the moment it is expected that the review will commence after May 2012.
Stroud District Council	Gloucestershire County Council intends to role out the current review of residents parking to Stroud District in the future. At the moment it is expected that the review will commence after July 2011.
Tewkesbury Borough Council	Gloucestershire County Council intends to role out the current review of residents parking to Tewkesbury District in the future. At the moment it is expected that the review will commence after May 2012.

## 2.4 Civil Parking Enforcement

On March 31<sup>st</sup> 2008, parking enforcement in Gloucestershire was decriminalised and is subject to the Civil Parking Enforcement powers contained within Part 6 of the Traffic Management Act 2004. The Police no longer enforce parking restrictions in the County and enforcement patrols are carried out by Civil Enforcement Officers employed by the District and Borough Councils acting with the authority of the County Council under a Service Level Agreement (SLA).

Within the County, responsibility for the provision of parking spaces and the enforcement of restrictions is split, with the County Council responsible for all 'on-street' restrictions that apply to the highway including:

- charges for parking places contained within the Highway
- the provision of Residents Parking Permit Schemes
- the issue of Penalty Charge Notices for contraventions of any parking restrictions in force on the highway
- the issuing of any dispensations or waivers as appropriate and when requested.

Parking restrictions, and therefore the enforcement of those restrictions, are designed:

- to improve traffic flow and relieve congestion;
- to ensure safety for pedestrians, cyclists and vehicles;
- to improve access to Businesses and our wider community;
- to ensure a fair use of limited parking spaces;
- to improve our environment;
- to encourage, where appropriate, the use of alternative modes of transport.

District and Borough Councils provide all 'off-street' car parking and are responsible for setting tariffs and issuing Penalty Charge Notices for the contravention of restrictions within them. The agency agreement between the District authorities and the County Council requires appropriate alignment of parking policies, tariffs and controls.

The following table provides a summary of the effects of CPE in each of the Districts. This information is taken from the document Civil Parking Enforcement in Gloucestershire



– The County Council's Annual Report on Parking 2008/09'. The effects of CPE also demonstrate the need to roll-out a programme of parking strategies for district areas to address the effects of enforcement.

Cheltenham Borough Council	The impact of CPE has seen a positive effect on compliance rates. Despite a 3.3% drop in annual car park ticket sales compared to 2007/8, there was no fall in annual car park income (excluding car park fines). This shows that more users are complying, which is also verified by the fact that there was a significant fall in monies generated from Penalty Charge Notices issued in Off-street car parks.
Cotswold District Council	Enforcement is now spread across the District with a consistent approach to dealing with non-compliance. Compliance with on-street restrictions has greatly improved with an increase in turnover of limited waiting spaces and former bottlenecks now being kept clear. This has improved traffic flow through the towns and villages, some of which have very narrow streets and lanes. To date, the introduction of CPE has not increased the usage of car parks as anticipated. Those who previously parked in contravention have most likely dispersed into the surrounding residential areas. This has caused a ripple effect of requests for residents parking schemes in several towns but mostly Cirencester. In the main, residents and businesses have accepted the new enforcement and appreciate the positive outcomes of clearer and safer streets.
Gloucester City Council and Forest of Dean District Council	There are now 14 Civil Enforcement Officers on duty across Gloucester City and the surrounding area. In particular they have noted better compliance of on-street pay and display bays, loading bans and other waiting and restrictions.
Stroud District Council	<p>Enforcement is now undertaken by 4 Civil Enforcement Officers who regularly patrol both on and off street parking restrictions within the District, prompting an improvement to the compliance of on street parking restrictions.</p> <p>Over the last few years town centre parking trends have varied very little, in Stroud and the introduction of CPE did not increase car park usage as anticipated. Those who previously parked in contravention have most likely found parking further out of the town centres.</p>
Tewkesbury Borough Council	Just a little over one year into the introduction of Civil Parking Enforcement in the Tewkesbury Borough area, the team is celebrating a massive turnaround in parking compliance and improved traffic flow within the main market towns of Tewkesbury, Winchcombe, Churchdown and Brockworth.

Further information is provided in the document 'Civil Parking Enforcement in Gloucestershire – The County Council's Annual Report on Parking 2008/09'

**Policy 8** *Effective management of CPE in Gloucestershire in collaboration with the District Council. From previous assessments of processes, specific attention is to be given to:*

- A more effective approach to the collection of Penalty Charges to ensure the integrity of the Penalty system.
- The potential introduction of CCTV enforcement for bus restrictions and a further investigation into its potential to help enforce parking restrictions – especially around schools.
- A more effective approach to asset management, especially to the repair and maintenance of signs and lines associated with parking controls

## 2.5 Park and Ride

There are currently four Park and Ride sites in operation in Gloucestershire; two for Cheltenham and two for Gloucester. These are namely:

- Arle Court and Cheltenham Race Course serving Cheltenham Town Centre
- Waterwells and St. Oswalds serving Gloucester City Centre

Name of Site	Serves	Bus Service Frequency and Type	Number of Spaces	Comments
Racecourse	Cheltenham	Service D (not a dedicated service for the Park & Ride) runs every ten minutes	308	The capacity of this parking area expands significantly when the Racecourse is holding major events such as the Cheltenham Festival in March.
Arle Court	Cheltenham	Service 511 runs every 12 minutes	550	This site was expanded from 364 spaces in 2006/2007. There had been frequent occurrences of the site reaching capacity
St Oswalds	Gloucester	Service 507 runs every 12 minutes	600	Of the 600 spaces, 300 are at B&Q and 300 are at Tesco. Users pay to park and to use the bus
Waterwells	Gloucester	Service 507 runs every 12 minutes	450	-

### Information on existing Park and Ride services

Gloucestershire County Council submitted a Major Scheme Bid in February 2010, which, as a central component, includes plans for a Park and Ride to serve both Cheltenham and Gloucester.

In addition to the existing park and ride sites, GCC will pursue funding from Government and developers to introduce and run new Park and Ride and transport hub sites at Elmbridge Court, West of Severn P&R, Brockworth P&R;

There is scope to improve the amenity of Park and Ride sites, particularly the duration of public transport services and the accessibility of sites by foot and by bike.

## 2.6 Park and Share

In 2007, a Gloucestershire Park and Share Feasibility Study was undertaken. Park & Share is comparable to car-sharing but in existing UK examples is generally intended to target commuters who travel longer distances. It can equally apply to those who live in rural areas and work and travel into cities.

The concept, like car sharing, is to meet friends or work colleagues at an agreed point, for example a car park or lay-by, and travel together to a final destination. The 'final leg' of the journey is then undertaken by car.

The intention is for the individuals participating to save on variable motoring costs such as petrol and parking. At a more strategic level the aim is to alleviate congestion on key commuter corridors. It may also give flexibility to individuals who want to Park & Ride but are precluded from doing so because the destination, i.e. Park & Ride bus stop, is not located in close proximity to their workplace.

## 2.7 Visitor parking

The Gloucestershire Economic Strategy 2003-2014 (Gloucestershire First) highlights the importance of tourism to Gloucestershire's economy. The document indicates that in 2002 there were 17.3 million visitor trips, 7.3 million visitor nights and around £829 million in spending. The document also highlights the importance of sustainability in maintaining the attractive qualities of the County, with the need for visitors to add value, rather than volume.

The management of visitor parking is a key aspect of this sustainability, given that many tourist attractions in the County are reached by car. As highlighted above, the Cotswolds Area Strategy highlights parking problems in key towns and villages during certain times of the year. This parking demand needs to be managed in such a way as to not detract tourists from visiting the area, but needs to consider and address concerns from local residents and issues of road safety and the aesthetics of the locality.

Visitor parking may be required for a number of varied reasons and will require context-specific treatment, such as:

- Seasonal visits to key tourist attractions in both urban and rural areas of the County
- Leisure-based visitor trips i.e. for match days at sporting events such as rugby matches at Kingsholm and the Cheltenham Gold Cup.
- Peaks in shopping during the run up to Christmas in urban areas.
- One-off festivals such as the Tall Ships in Gloucester.

As such, visitor parking should be considered explicitly as part of the development of the parking strategies for individual districts. This may include measures which prevent the need for car traffic to enter central town and village areas altogether, the use of tariffs and signing to direct users to particular car parks, or resident parking zones to enforce parking control where it may cause issues. In addition, one-off events should include a specific parking management plan which addresses the expected influx of vehicles requiring parking provision.

To note, consultation is currently being undertaken in conjunction with Resident Parking Zone consultation in Gloucester, to designate an area around Kingsholm rugby ground which will not permit match-day parking on residential streets.

**Policy 10** *All area-based parking strategies to include specific consideration of the needs of visitor parking for all key tourist attractions and city/town areas. This should include specific treatment for the types of attractions and events outlined above.*

Another dimension to visitor parking is the need to provide appropriate facilities for coach operators to drop off, pick up and layover.

Outside the main urban areas, all key permanent and temporary tourist attractions need to consider the current and potential demand for coaches and provide for these accordingly. Where highway space may be considered, discussion is required with Gloucestershire County Council as highway authority.

For Cheltenham and Gloucester, given regeneration plans under the GHURC 'Magnificent Seven' programme and Cheltenham Civic Pride, there is a need to review specific coach drop off/pick up and layover to ensure coach operators and passengers are catered for appropriately. Work has already commenced on this in terms of identifying provision in Gloucester City and the Docks/Quays area, and is planned to be assessed under the Transport Board for Cheltenham Civic Pride.

**Policy 11** *Produce 10 year coach parking strategies for Cheltenham and Gloucester, taking into account future development plans. This will include consideration of drop off/pick up and layover facilities for all sites requiring provision (both for permanent attractions and temporary events).*

## 2.8 Cycle parking

The Active Travel Strategy (Department for Transport and Department for Health, 2010) include the ambition to see 'cycle parking at or within easy reach of every public building' and 'sufficient bike parking at every rail station'. The Traffic Advisory Leaflet (TAL) 'Key elements of cycle parking provision' (May 2002) identified that 'provision of good quality cycle parking is a key element in encouraging people to cycle more'. Further to this, a study by the Automobile Association identified that 86% of cyclists interviewed stated that there was insufficient cycle parking in public spaces, and they would cycle more if secure cycle parking was available.

In particular in Gloucestershire, there is a case for cycling parking provision at rail stations such as Lydney, and improved provision in parts of Cheltenham and Gloucester centres.

**Policy 12** *Ensure that all public buildings and rail stations in Gloucestershire are within reach and have sufficient bicycle parking*

In providing cycle parking, consideration should be given to a number of factors, including:

- The need to provide short term and long term parking provision for different needs of users
- Provide accessibility for cyclists and ensure they are at the end of cycle routes
- Ensure to locate provision out of pedestrian desire lines
- Ensure provision is secure and well light
- Provide signage for cycle parking

## 2.9 Disabled parking

To access key amenities and facilities, particularly in urban areas, there is a need to ensure appropriate and accessible parking is provided for mobility and sensory impaired people. The DfT Traffic Advisory Leaflet (TAL) 'Parking for disabled people' (May, 1995) provides specific guidance on ensuring the parking needs of disabled groups is met. The ease with which they can reach their destination by car will ultimately be determined by the ease with which they can park.

In particular, the TAL/95 provides specific information on the distance disabled parking bays (primarily off-street) should be from major destinations for different types of disability. It also provides guidance on provision and enforcement of disabled bays, specifically outlining a guide of 3 bays or 6% of total capacity (whichever greater) for car parks up to 200 bays, and 4 bays plus 4% of the total capacity for car parks over 200 bays. Further guidance is provided in The Institute of Highways and Transportation 'Guidelines Reducing Mobility Handicaps' (1991).

In terms of permitted use of disabled parking and accessible locations for disabled users, the blue badge scheme is one initiative to improve accessibility and equality. Notably, for those eligible for a blue badge, they are permitted to park on single or double yellow lines for up to three hours, except where there is a ban on loading or unloading. In addition, they may park for free at on-street parking meters – a time limit may be enforced. Further details on the scheme is provided in 'The Blue Badge Scheme Local Authority Guidance' (England) (DfT, 2008). The scheme applies specifically to on-street parking locations.

The Disability Discrimination Act (DDA, 1995) requires service providers to take steps to ensure disabled people do not find it impossible, or unreasonably difficult, to enjoy the service on the same basis as non-disabled people. Therefore, as well as providing disabled parking spaces, there is a need to ensure they are accessible for disabled users. The document 'Inclusive Mobility' (DfT, 2002) provides guidance on access to pedestrian and transport infrastructure, including information on parking.

Given the specific need to appropriately provide for disabled people to key trip destinations, consideration is required to the current and future provision of blue badge parking in key urban centres in the County.

**Policy 13      *Develop disabled parking strategies for each of the key urban centres which includes:***

- *Specific allocation of spaces off-street in public car parks as per TAL guidance*
- *Ensuring appropriate accessibility to parking bays for users*
- *Consultation with specific equality/user groups*
- *Consideration and expansion of shopmobility services as necessary*

Further to this, the fraudulent use of blue badges is a major issue and requires more effective enforcement. Gloucestershire County Council has recently undertaken a scheme to assess blue badge use in Cheltenham and Gloucester. The research found that compliance of the use of blue badge's was high compared with places such as London. 15-20% of users were found to not be compliant from the initial findings of the study.

Following this work, a County-wide task force is being set up with representatives from the County Council, District authorities and Police. This task force will develop an anti-fraud strategy with specific measures to instigate future enforcement activity.

**Policy 14      *Set up a County-wide blue badge task force which will:***

- *Include representatives from the County Council, all District authorities and the Police*
- *Develop an anti-fraud strategy with specific enforcement measures to be implemented*
- *Meet on a quarterly basis*

## **2.10 Parking at Railway Stations and transport hubs**

The Great Western Route Utilisation Strategy (RUS) (March 2010) refers to the draft RSS for the South West which raises the need for enhanced car parking capacity at rail stations. The strategy highlights that the lack of station car parking capacity is a widespread issue with car park occupancy data identifying that 18% of car parks within the RUS area being at 100% utilisation, with a further 41% of car parks with utilisation of over 75%. It is "thus a key issue if access to the network is not to be deterred suppressing future passenger demand".

The Great Western RUS states that "Network Rail, with the station operator, will continue to review and assess opportunities for increasing car park capacity at all stations across the RUS area". There is also a forthcoming Stations RUS which is targeted to review all long-term car parking plans and the upgrading of station facilities.

**Policy 15      *GCC will liaise with Network Rail and station operators as required as part of the review and assess opportunities for increasing car park capacity at stations across Gloucestershire.***

Associated with this, there is a need to ensure appropriate parking provision is in place (both temporary and long term, at other types of transport interchange based upon demand.

## 2.11 Heavy Goods Vehicle (HGV) parking

The DfT Strategy for Lorry Parking Provision in England ((2009) recognises that the provision of lorry parking facilities is a vital service that supports road freight operations and its growth. Supporting road freight in Gloucestershire is, and will be, imperative to improving the quality of life for both freight operators, and communities impacted by their movements.

Reference is made to Section 7 of the Freight Transport and HGV management strategy and the stated policies under F7.1 and F7.2. In summary, it is recognised that there is a need for more secure HGV parking in Gloucestershire, with appropriate supporting facilities, with some residential areas experiencing problems of overnight HGV parking.

**Policy 16**     ***Cross policy link with the LTP freight strategy:***

*Policy F7.1 aims to ensure that:*

- *Identify potential sites for secure parking facilities*
- *Identify ways to enhance HGV parking provision at customer premises*
- *Designate HGV lay bys for long stay, short stay, overnight and day time usage*

*Policy F7.2 aims to ensure that:*

- *HGV parking is shown on future Advisory Freight Route Maps*

## 2.12 Other demand management measures

In conjunction with parking policies, this strategy also provides a brief outline of demand management measures. Specific measures being implemented in the County include:

- Development of a Gloucester City Car Club scheme (particularly in relation to Resident Parking Policy)
- County-wide permits for 'Band A' vehicles which permit free of charge parking for the first hour at pay and display parking locations. In addition, 'Band A' vehicles also can purchase half price resident parking permits.
- Development of bus stop clearways across the County

### **3 Parking standards for new developments**

This section aims to provide specific guidance on proposed parking standards for residential and non-residential developments for cars, bicycles, motorcycles, disabled parking, HGVs and coaches. . Structure Plan Policy T.8 requires parking standards to be co-ordinated on a County-wide basis, in order to discourage reliance on the car, promote the use of alternative modes of transport, and avoid peripheral areas gaining advantage over town centres, or competition between centres.

Broadly the districts of Cheltenham, Cotswold, Gloucester and Stroud have produced parking standards for new developments in their local plans which are in line with Gloucestershire Local Transport Plan 2 standards. In the Cotswolds, more restrictive standards have not been set for the District, partly in recognition of the high car dependency of the District, but mainly because any reduction in car parking provision would best be negotiated on a case-by-case basis depending on the type, location and accessibility (existing and potential) of the development.

The Districts of Tewkesbury and the Forest of Dean have produced standards in their local plans which differ more significantly from LTP 2 standards. In particular, Tewkesbury Borough Council apply different maximum parking space standards for dwelling units with different numbers of bedrooms.

In support of parking standards for both residential and non-residential developments, developers will be required to introduce parking controls at their expense to manage displaced parking into surrounding areas. They may also be required to produce a travel plan to encourage more sustainable travel behaviour at the site.

As a precursor to a discussion of specific standards across Gloucestershire, it is recognised that the Central Severn Vale area, given the level of development and accessibility to employment, retail and facilities, provides the greatest scope to encourage travel by other means than the car. As such, it is proposed that in setting parking standards, they may be more stringent in this area, and this will assist in managing traffic growth and congestion in this part of the County.

#### **3.1 Parking standards for private residential developments**

As raised in the introduction to this strategy, parking can be a contentious issue and is commonly raised as a significant problem during transport and local scheme related consultations and parish plans.

The Manual for Streets: evidence and research document (TRL, 2007), involved the collection of primary data at twenty survey sites to examine relationships between geometry, the environment, speed and casualties. As part of this work, resident surveys were undertaken which highlighted that parking issues were the most frequent issue disliked by respondents, which included specific issues such as:

- Problems with finding a parking space
- Other people parking inconsiderately
- Problems with residents using designated parking spaces



Further to this, unmanaged parking in residential environments can cause a whole host of issues, such as:

- Access issues to properties
- Road safety
- Difficult driving conditions
- Blocked paths
- Visibility obscured
- Congestion caused by narrow roads

PPG13 standards of an average of 1.5 spaces per dwelling for residential developments has been recognised as being potentially inadequate in a number of new developments. A lack of adequate provision has led to overspill on to residential streets and footways, causing resident concerns and highway safety issues.

The table below has been extracted from the Transport Statistics Great Britain 2009 (Department for Transport). This table shows the continued growth of car use, and more pertinently to parking, car ownership, in scenarios up to 2025.

#### 7.5 Forecasts of road traffic in England and vehicles in Great Britain:<sup>1</sup> 2010-2025

	Index: 2003 = 100			
	2003	2010	2015	2025
<b>Vehicle kilometres: England:</b>				
Cars and taxis	100	103	115	130
Goods vehicles <sup>2</sup>	100	99	106	114
Light goods vehicles	100	111	132	163
Buses and coaches	100	100	100	100
All motor traffic (except two wheelers)	100	104	117	132
<b>Car ownership: Great Britain:</b>				
Cars per person	100	107	110	116
Number of cars	100	111	119	133

1 The traffic forecasts are central forecasts taken from the Department's Road Transport Forecasts for England 2008. The paper also contains: a forecast range reflecting uncertainties in the key forecasting assumptions that affect travel demand; and a break down of the forecasts by region.

2 Over 3.5 tonnes gross vehicle weight.

3 Car Ownership Data is taken from TEMPRO (Ver 5.4).

020-7944 6197  
The figures in this table are outside of the scope of National Statistics  
Source - Integrated Transport, Economics

**As a result, it is increasingly being recognised that we need to manage car use, rather than seek to control car ownership.**

Current residential standards as taken from Gloucestershire's Second Local Transport Plan 2006-2011 are outlined as 1.5 spaces per dwelling on average as a maximum. Given the concerns raised above, this approach needs to be fully reviewed.

As set out in 'Residential Car Parking Research' (DCLG, May 2007), it has identified that the following factors have a significant influence on car ownership and car parking demand:

- Dwelling size, type and tenure;
- Dwelling location;
- Availability of allocated and unallocated parking spaces;
- Availability of on- and off-street parking;

- Availability of visitor parking; and
- Availability of garage parking.

Further guidance on parking provision in new developments is provided in 'Car parking'; what works where' (English Partnerships, May 2006).

**Policy 17**     ***Review and appraise residential parking standards for Gloucestershire to meet the needs of housing development sites across the County***

There are other approaches being explored by local authorities to adjust the current standards for residential developments. More specifically there are debates around the level of allocated and unallocated provision in new developments, to manage demand for spaces.

In particular, Dorset County Council, in conjunction with WSP and Phil Jones Associates, are developing a new set of standards for residential parking using accessibility criteria and factors outlined in 'Residential Car Parking Research' (DCLG, May 2007) above.

Essex and Kent County Councils have followed an approach of setting minimum parking standards.

Each potential approach will be explored as part of the review and appraisal process which seeks to learn from past experiences in the County.

Recommendations for the design of on-street parking in residential areas are set out in 'Manual for Streets' (March 2007).

### **3.2 Parking standards for private non-residential developments**

At this stage, for non-residential uses, the standards for Local Transport Plan 2 are set out in the tables below. The first table shows the maximum car parking standards applying to those land uses for which maximum car parking standards are set in national and regional planning guidance, with the addition of large hotels.

Land Use (gross floor space)	PPG13 Standard	RPG10* Standard	Standards within Gloucestershire	
			Cent Svn Vale / Other TCs	Elsewhere
A1 Food retail over 1000sq m	1 / 14 sq m	1 / 14 sq m	1/18 sq m	1 / 18 sq m
A1 Non-food retail over 1000 sq m	1 / 20 sq m	1 / 20 sq m	1 / 22 sq m	1 / 22 sq m
B1(a)&(b) Office / R&D over 1000 sq m	1 / 30 ** sq m	1 / 30 sq m	1 / 42 sq m	1 / 35 sq m
B1(c) / B2 Industrial over 5000 sq m	No Standard	1 / 50 sq m	1 / 50 sq m	1 / 50 sq m
B8 Warehousing over 10,000 sq m	No Standard	1 / 200 sq m	1 / 2000 sq m	1 / 200 sq m
C1 Hotel over 20 bedrooms	No Standard	No Standard	0.9/bedroom + 1/3 employees	0.9/bedroom + 1/3 employees
C2 Hospital over 2500 sq m	No Standard	1 / 4 employees + 1 / 3 daily visitors	1 / 4 employees + 1 / 3 daily visitors	1 / 4 employees + 1 / 3 daily visitors
D1 Higher / Further Education over 2500 sq m	1 / 2 staff + 1 / 15 students	1 / 2 employees	1 / 2 employe3s	1 / 2 employees
D2 Cinema / Conference Facilities over 1000 sq m	1 / 5 seats	1 / 5 seats	1 / 5 seats	1 / 5 seats
D2 other, inc Leisure over 1000 sq m	1 / 22 sq m	1 / 20 sq m	1 / 20 sq m	1 / 20 sq m
Stadium over 1500 seats	1 / 15 seats	1 / 15 seats	1 / 15 seats	1 / 15 seats

\* RPG standard applies to all developments in the relevant category, regardless of size.

\*\* PPG13 standard for Office developments applies to developments larger than 2500 sq.

## Maximum Car Parking Standards for Strategically Significant Land Uses

Land Use	Maximum car parking
A1 retail up to 1000 sq m and A2 professional services	1 / 25 sq m
A3 Public House / Restaurant	1 / 5 sq m of public area
B1 (a) and (b) Office / R&D up to 1000 sq m	1 / 25 sq m
B1 (c) / B2 industrial up to 5000 sq m	1 / 50 sq m
B8 warehousing / distribution up to 10,000 sq m	1 / 100 sq m
C1 Hotel up to 20 rooms	1 / bedroom + 1 / 3 employees
C1 Hostel	1 / 6 bedspaces + 1 / employee
C2 Hospital up to 2500 sq m	1 / 2 bedspaces + 1 / employee
C2 Nursing Home	1 / 6 bedspaces + 1 / employee
C2 Boarding School	1 / employee + visitors
C3 Dwelling houses / flats	1.5 / dwelling (average)
C3 Sheltered Housing	1 / employee + 1 / 2 dwelling units
D1 Doctor's / Vet's Surgery / Health Centre	1 / employee + 1 / 5 sq m waiting area
D1 School/ Creche / Day Centre	1 / employee
D1 Higher / Further education up to 2500 sq m	1 / employee
D1 Art gallery, museum, library	1 / 50 sq m public space + 1 / employee
D1 Public hall / place of worship	1 / 4 seats or 1 / 5sq m
D2 Cinema, Concert Hall, Conference facilities up to 1000 sq m	1 / 4 seats
D2 Other uses including Leisure up to 1000 sq m	1 / 10 sq m

## Maximum Car Parking Standards for Other Land Uses

### Definitions

- Cent Svn Vale = urban areas of Gloucester and Cheltenham and their immediate surrounding areas. (Refer to Local Transport Plan 2006-1011 Main Report, Figure 1.9).

- Other TCs = sites in or on the edge of the town centres of Stroud, Tewkesbury and Cirencester and of other principal settlements as defined by the District Councils.
- 1 / [denominator] means a maximum of one car parking space per [sq m floorspace, no. of employees, etc.]
- Floor space figures (in sq m) refer to Gross Floor Area.
- Employees refers to the total of full-time equivalent employees, e.g. a person employed halftime would count as 0.5.
- A minimum of 2 cycle parking spaces must be provided at any new non-residential development, however small. In town centres developers should have the option of paying commuted sums in lieu of the required provision, for public cycle parking to be provided by the District Council.

In support of the tables above:

- The proposed standards are maxima, the great majority of new developments will provide less than the maximum permitted level of car parking, and in many cases much less. This will be encouraged, except where the proposed level of provision would cause significant road safety or other problems, and these problems cannot be overcome through on-street parking controls.
- In and on the edge of town centres the level of car parking at new development will be determined after taking into account: the amount of publicly available car parking nearby; the extent to which the development regenerates the town centre.
- In order to achieve the efficient use of car parking, every opportunity should be taken for adjacent developments to share car parking provision.
- District Councils should consider using planning conditions which require car parking provision to be reduced over agreed timescales in line with improvements in accessibility for non-car modes of transport.
- The existence of a parking standard in the tables does not necessarily mean that a particular land use is considered desirable in the location to which the standard applies. Decisions on the location of development are to be taken by the local planning authorities in the light of the development plan, national and regional planning guidance and other material considerations.

**Given the recognised need to manage car use, rather than seek to control car ownership.** Given this premise, it is proposed that greater focus should be given on managing car parking provision at employment and retail locations, where feasible.

Given current LTP 2 standards for non-residential developments, it is proposed that these standards are reviewed and appraised for their applicability, based on experience in the County and elsewhere. Particular attention should be given to B1 and B2 classes of use, given their generally high level of employment and scope to transfer modes (dependent upon location and accessibility).

**Policy 18**     ***Review and appraise non-residential parking standards for Gloucestershire to meet the needs of non-residential development sites across the County***  
*with particular attention on B1 and B2 uses given their potential to reduce car use as destinations for trips*

### 3.3 Disabled parking standards for new developments

Section 2.9 above outlines the importance of providing disabled parking to ensure accessibility and information on allocating provision. In setting standards for disabled parking in new developments, Local Transport Plan 2 the standards are set as:

- car parks with 20 or more parking spaces, at least 5% of the spaces will be allocated to people with disabilities.
- in smaller car parks, at least one disabled person's space should be provided wherever possible.

Manual for Streets (March, 2007) outlines information on providing car parking for disabled people. This guidance states that in the absence of specific local policies, it is recommended that 5% of residential car parking spaces are designated for use by disabled people. The design specifications for parking spaces for the disabled are set out in TAL 05/95a and 'Inclusive Mobility' (DfT, 2002).

<p><b>Policy 19</b>     <b><i>Adhere to and monitor the standards for disabled parking provision in car parks and residential developments</i></b></p>
--

### 3.4 Cycle and motorcycle parking standards for new developments

As stated in Manual for Streets (March 2007), 'Providing enough convenient and secure cycle parking at people's homes and other locations for both residents and visitors is critical to increasing the use of cycles. In residential developments, designers should aim to make access to cycle storage at least as convenient as access to car parking'. PPG 13: Transport also states the need for safe and secure cycling parking in new developments to promote cycle use.

As stated in Manual for Streets (March 2007) 'In 2003 there were 1.52 million motorcycles in use – representing around 5% of all motor vehicles. The need for parking provision for motorcycles is recognised in PPG13, which advises that, in developing and implementing policies on parking, local authorities should consider appropriate provision for motorcycle parking'.

Specific guidance on motorcycle parking is provided in Traffic Advisory Leaflet 02/02. General advice on designing highways to meet the need of motorcycles is outlined in the Institute of Highway Engineers (IHIE) Guidelines for Motorcycling (2005).

The table below outlines minimum cycle and motorcycle standards for new developments as taken from Local Transport Plan 2. Standards are designed to ensure that all developments provide cycle and motorcycle parking for a minimum of 15% of their users.

Land Use	Minimum cycle and m/c parking
A1 food retail	1 / 60 sq m
A1 non-food retail	1 / 120 sq m
A2 professional services	1 / 166 sq m
A3 Public House / Restaurant	1 / 26 sq m
B1 (a) and (b) office and R and D	1 / 166 sq m
B1 (c) / B2 industrial	1 / 330 sq m
B8 warehousing / distribution	1 / 330 sq m
C1 Hotel	0.15 / employee
C1 Hostel	0.15 / employee
C2 Hospital	0.15 / employee
C2 Nursing Home	0.15 / employee
C2 Boarding School	0.15 / employee + 0.15 / student
C3 Dwelling houses / flats	1 / dwelling
C3 Sheltered Housing	0.15 / employee
D1 Doctor's / Vet's Surgery / Health Centre	0.15 / employee
D1 School/ Creche / Day Centre	0.15 / employee + 0.15 / student
D1 Higher / further education	0.15 / employee + 0.15 / student
D1 Art gallery, museum, library	1/ 300 sq m public area + 0.15 / employee
D1 Public hall / place of worship	1 / 20 seats or 1 / 26 sq m
D2 Cinema, Concert Hall, Night Club	1 / 20 seats or 1 / 26 sq m
D2 Leisure / sports centre / fitness club	1 / 66 sq m

### Minimum cycle and motorcycle parking standards

Use Class	Minimum Provision (Gross Floor Area)
A1 – Retail	1/200m <sup>2</sup>
B1 – Business	1 per 100m <sup>2</sup>
B2 – General Industrial	1 per 200m <sup>2</sup>
B8 – Storage and Distribution	1 per 400m <sup>2</sup>
C1 – Hotels	1 per 5 staff
C2 – Residential Institutions	1 per 5 staff
C3 - flats/townhouses	1 per dwelling
C3 – Halls of residence	1 per 3 students
D1 - Non Residential (other than education)	1 per 5 staff
D1 – Non Residential - education	To be determined via a school travel plan with a greater provision for older students (for a contact see 1.4)
D2 – Leisure(Leisure Centres)	1 per 5 staff plus 1/5 for maximum number of visitors

Guidance is also provided in the 'Cambridge Cycle Parking Guide – How to provide Cycle Parking: a step-by-step guide for planners and providers' (September, 2008) and from Cycling England at:

[http://www.dft.gov.uk/cyclingengland/site/wpcontent/uploads/2009/03/c04\\_cycle\\_parking.pdf](http://www.dft.gov.uk/cyclingengland/site/wpcontent/uploads/2009/03/c04_cycle_parking.pdf)

**Policy 20** *Adhere to cycle parking standards for new developments as a minimum standard*

In terms of motorcycle parking standards, PPG 13 does not provide specific standards. Accordingly, local authorities have tended to set their own standards. The Motorcycle Industry Association (MCIA) (2001) has requested that 5% of all public parking spaces to be for motorcycle use.

**Policy 21**     ***Adhere to motorcycle parking standards for new developments as a minimum standard***

### **3.5 HGV parking standards for new developments**

At Industrial (B1(c)/B2 and warehousing/distribution (B8) developments, appropriate provision should be made for HGV parking as required for the specific operation of the site. Provision should be assessed on a site-by-site basis, taking into account the proposed operations at the site and the space required.

Reference is made to Section 7 of the Freight Transport and HGV management strategy and the stated policy under F7.1.

**Policy 22**     ***Cross policy link with the LTP freight strategy:***

*Policy F7.1 aims to ensure that:*

- *Work with planning authorities to ensure adequate on site parking provision for all new developments. This is also to avoid the need for off site on street parking*