

PARKING STANDARDS

The following standards give guidance for the provision of parking at new developments (including changes of use) within the Borough.

Context: Planning Policy Guidance Note 13: Transport provides national guidance on parking provision. It emphasises that car parking availability influences the chosen method of travel, and in particular the negative impact an increase in car parking provision can have on encouraging more sustainable transportation modes. PPG13 recognises the need to achieve a balanced provision of car parking associated with new development in order to promote more sustainable methods of travel, minimise road congestion, and reduce the use of the “convenient” car and road based transport. Furthermore, at the local level PPG13 cites the need for car parking standards to be suited to the locality, type of development concerned, and its access to public transportation. Thus, the maximum parking standards in PPG13 are designed to be realistic, whilst encouraging the reduction in dependency on car transport. The Warwickshire Structure Plan (1996-2011) considers the maximum standards in PPG13 to be a good starting point for the development of comprehensive local parking standards.

In addition, the Warwickshire Structure Plan in Policy T.5 stresses that local parking standards will take into account the accessibility of the location by other modes of transport, and encourage non-car based travel. The latter is re-emphasised through the idea of, and provision for, cycle parking minimum standards. Further, the Warwickshire Local Transport Plan (2000) signifies that Local Plans will include maximum parking standards for different types of development in different locations. However importantly, the Warwickshire Local Transport Plan states that the parking standards must promote the economic vitality of town centres and the quality of residential areas. This sustainable approach to parking provision is encouraged in the DETR’s “Planning for Sustainable Development: Towards Better Practice” publication.

The Parking Standards in Practice

Each development proposal will be judged on an individual basis including, site location and size, the nature of the proposed development, alternative parking availability within the locality, alternative methods of transport, and ease of accessibility to the site. The overall emphasis is on not exceeding the maximum parking standards as set by Government in PPG13. However, in exceptional circumstances higher provisions of parking may be required to suit a particular development. Similarly, it may be necessary under certain circumstances to impose a minimum parking standard to ensure that the scale of parking is in keeping with the size of the development.

The following standards operate on a sequential basis working from recognising local accessibility levels through to identifying local factors. The approach seeks to apply a different set of standards depending on the availability of alternative means of transport to the car and on local characteristics. In areas, where public transport, cycling, or walking are available as a choice, more restrictive parking provision will be applied. However, in areas where there are few realistic alternatives, the car will inevitably remain the dominant means of transport.

This process of determining whether the development has low or high accessibility determines the initial level of parking. The area of the Borough that is considered to be of high accessibility is defined on the attached High Access Zone plan. The next stage is to take into account important local factors, including economic regeneration and environmentally sensitive areas. This stage will determine whether the initial level of parking based on accessibility should be increased, decreased, or remain the same.

Stage 1: Standard to be Determined by Accessibility to Public Transportation

Levels of Accessibility

If a development site does **not** have good access to bus **or** train services, then the level of public transport is considered to be “low” and no reduction in the “maximum” parking standard is applied.

If a development site has **both** good access to bus **and** train services **or** has **very** good access to bus services, then the level of public transport is considered to be “high” and a further stage reduction to the “maximum” parking standard is applied.

Table A: Accessibility Zones

Accessibility Zones	Train – 15 minute walk	Bus – 5 minute walk
High Accessibility	✓	✓
High Accessibility		✓
Low Accessibility		

Notes:

1. Low accessibility is the base-parking standard that applies throughout the Rugby Borough.
 2. The standards do not preclude zero or minimal parking close to major transport interchanges, or for conversions of existing buildings.
 3. An allowance will be made for land uses, such as leisure, which generate traffic at off-peak times to reflect the reduced level of accessibility to public transport services.
 4. The reduction from maximum standards varies according to land use.
 5. The area of the Borough that is considered to be of high accessibility is defined on the attached High Access Zone plan.
- Very Good Bus Access – These areas include all properties within a five minute (¼ mile, 400m) walk from at least **three** different services, operating on at least 20 minute frequencies during peak times (Monday to Saturday daytime).
 - Good Bus Access – These areas include all properties within a five minute (¼ mile, 400m) walk from at least **two** different services, operating on at least 20 minute frequencies during peak times (Monday to Saturday daytime).
 - Good Train Access – These areas include all properties within a 15 minute (¾ mile) walk from Rugby railway station, which has a good level of service during peak times (Monday to Saturday daytime).

Stage 2: Local Factors

The parking standards can exceptionally move up or down due to local circumstances. These are –

1. **Economic regeneration/redevelopment areas** – to encourage development in these areas, an increase from the initial level of parking may be allowed depending on the merits of the development.
2. **Environmentally sensitive locations** – to preserve Conservation Areas, the natural environment and to lessen the impact of development on these areas a reduction from the initial level of parking may be allowed depending on the merits of the development.

3. **Cycle Accessibility** – to encourage alternative modes of transport, where there is high cycle accessibility and planned use, such as the presence of cycle paths/lanes, a reduction from the initial parking standards may be allowed depending on the merits of the development.
4. **Existing public parking stock** with spare capacity at relevant times, which is within a five minute ($\frac{1}{4}$ mile, 400m) walking distance of the development proposals is to be included in the maximum parking provision. Therefore, the difference between the spare capacity in the existing public parking stock and the calculated initial level of parking, taking into account other local factors, will be the allowed parking provision.

Note: Additional development on a site requires that the entire parking stock be taken into account.

THE STANDARDS

New developments will normally be required to provide parking in compliance with the following standards:

The parking standards quoted below are based on space per square metre of Gross Floorspace Area (GFA) unless otherwise stated. The GFA is the total floorspace of a property.

Retail Development				
Type	Car Parking Standard (maximum)		Cycle Standard (minimum)	
	Low Access	High Access	Long Stay – Staff	Short Stay – Visitors
A1 Non-Food Retail and General Retail	1 space/ 20 sq. m.	1 space/ 50 sq. m	Greater of 1 space per 6 staff or 1 per 300 sq. m.	1 stand per 200 sq. m.
A1 Food Retail	1 space/ 14 sq. m.	1 space/ 50 sq. m.		
A2 Financial and Professional Services	1 space/ 30 sq. m.	1 space/ 50 sq. m.		
A3 Food & Drink – Restaurants, Cafés, Snack Bars and Fast-Food Take-Aways	1 space/ 5 sq. m.	1 space/ 10 sq. m.	Greater of 1 space per 6 staff or 1 per 40 sq. m.	1 stand per 20 sq. m.
A3 Food & Drink – Wine Bars and Public Houses	1 space/ 3 sq. m.	1 space/ 10 sq. m.		
A3 Transport Cafés and Roadside Restaurants (see notes 1 and 2)	See note 3			
Notes:	1. Where these serve Heavy Goods Vehicle’s (HGV) some provision for HGV parking will be required. 2. Motorway service areas will be included in transport cafés with additional consideration for associated facilities, parking for buses/coaches and HGV’s. 3. It is considered inappropriate to apply a standard to this form of development. Therefore, applications will be considered on their own merits and according to the suitability of the location of this type of use.			
General notes:	• A Transport Assessment or Green Travel Plan may be required. • Petrol Stations with a shop will be considered under the appropriate retail category, but with each pump parking space counting as one space each.			

Commercial Development				
Type	Car Parking Standard (maximum)		Cycle Standard (minimum)	
	Low Access	High Access	Long Stay – Staff	Short Stay – Visitors
B1(a) Office	1 space/ 30 sq. m.	1 space/ 60 sq. m.	1 stand per 150 sq. m.	1 stand per 500 sq. m.
B1 (b) (c) High Tech/Light Industry	1 space/ 40 sq. m.	1 space/ 80 sq. m.	1 stand per 250 sq. m.	1 stand per 500 sq. m.
B2 to B7 General and Special Industrial	1 space/ 45 sq. m.	1 space/ 90 sq. m.	1 stand per 350 sq. m.	1 stand per 500 sq. m.
B8 Storage and Distribution	1 space/ 60 sq. m.	1 space/ 120 sq. m.	1 stand per 500 sq. m.	1 stand per 1000 sq. m.
General notes:	• A Transport Assessment and/or company Green Travel Plan may be required. • Long-stay cycle parking is to be at least the greater of the spaces per GFA identified, or 1 space per 8 staff. • Proposed standards will take into account commercial development in predominantly residential areas – where demonstrable harm to local residents occurs, the provision of on-street parking controls will be considered. • These standards do not take into account commercial vehicle parking standards, which will be considered on the basis of individual planning applications.			

Hotels and Hostels (C1)				
Type	Car Parking Standard (maximum)		Cycle Standard (minimum)	
	Low Access	High Access	Long Stay – Staff	Short Stay – Visitors
Hotels/ Motels/ Guest Houses and Boarding Houses	1 space/ bedroom	0.5 space/ bedroom	1 stand/ 6 full-time staff	1 stand/ 10 beds
Hostels for the Homeless and other Special Needs Groups	Each case considered on its own merits		Each case considered on its own merits	
General Notes:	• Other facilities, i.e. eating/drinking, entertainment and conference facilities are to be treated separately where they are (or could be) available to non-residents. • The above standards take into account staff parking. • All new hotels and hostels or major expansions may require a Transport Assessment and Green Travel Plan to determine provision of facilities.			

Residential Institutions (C2)				
Type	Car Parking Standard (maximum)		Cycle Standard (minimum)	
	Low Access	High Access	Long Stay – Staff	Short Stay – Visitors
Nursing and Rest Homes	1 space/ 4 residents	0.5 space/ 4 residents	1 stand/ 6 full-time staff	Minimum of 2 stands per establishment
Homes for Children and Adults with Learning or Physical Disabilities (see note 1)	1 space/ resident staff 0.5 space/ non-res. staff Visitor: 0.25 space/client	0.5 space/ resident staff 0.25 space/ non-res. staff Visitor: 0.1 space/client		
Residential Schools, Colleges or Training Centres	1 space/ 4 residents	0.5 space/ 4 residents		
Hospitals (see note 2)	Each case considered on its own merits		Each case considered on its own merits	Each case considered on its own merits
Notes: General Notes:	- The parking standard for non-residential staff applies to non-residential staff on duty at the busiest time. - All new establishments or major expansions require a Transport Assessment and a Green Travel Plan. The maximum car and minimum cycle parking limit for staff and visitors will be based on their outcome. - Figures are based on the maximum client capacity of the centre			

Residential (Dwellings)				
Type	Car Parking Standard (maximum)		Cycle Standard (minimum)	
	Low Access	High Access	Long Stay – Residents/ Staff	Short Stay – Visitors
Dwelling Houses (C3)				
1-2 bed units	1 space/unit	0.5 space/unit	1/unit secure & undercover	See note 1
3 bed units	2 spaces/unit	1 space/unit	1/unit secure & undercover	See note 1
4 bed units	3 spaces/unit	1 space/unit	1/unit secure & undercover	See note 1
Dwelling Apartments				
1-2 bed units	1 space/unit	0.5 space/unit	1/unit secure & undercover	1 loop/hoop per unit
3 + bed units	2 spaces/unit	1 space/unit	2/unit secure & undercover	1 loop/hoop per unit
Dwellings for Elderly Persons				
Category 1 Active Elderly: Without resident warden	1 space/unit	0.5 space/unit	1/unit secure & undercover	1 loop/hoop per 2 units
Category 2 Full Care: With resident warden	0.5 space/unit	0.25 space/unit	1 space per 6 staff	1 loop/hoop per 2 units
Notes: General notes:	1. It is considered inappropriate to apply a standard to this form of development. Therefore, applications will be considered on their own merits and according to the suitability of the location of this type of use. • Average residential car parking provision should not exceed 1.5 spaces per unit as specified in PPG3. • Where a garage is provided, each garage will be designated as one car space plus one cycle space. • It is acknowledged that residential parking is different in nature to non-residential parking, being the trip origin. Therefore, maximum parking standards tend to be less stringent than those for other land use categories. • On street parking in association with residential development should generally be discouraged through good design. • Where warden or staff spaces are identified, these apply to full-time staff. • The above standards take into account visitors parking. • For nursing and care home see Care Establishments – Public and Private. • At least 1 long-term (secure/undercover) cycle space per development.			

Non-Residential Institutions (D1)				
Type	Car Parking Standard (maximum)		Cycle Standard (minimum)	
	Low Access	High Access	Long Stay – Staff	Short Stay – Visitors
Doctors Surgery, Dentists Surgery, or Veterinary Surgery	4 spaces/ consulting room	2 spaces/ consulting room	Greater of 1 space/ 2 consulting rooms Or 1 space/ 6 staff	1 stand per consulting room
Health Centres	6 spaces/ consulting room	3 spaces/ consulting room		
Places of Worship/ Church Halls	1 space/ 5 fixed seats or 1 space/ 10 sq. m.	0.5 space/ 5 fixed seats or 0.5 space/ 10 sq. m.	Greater of 1 space/ 6 staff or 1 space/ 40 sq. m.	1 stand/ 20 sq. m.
Schools (see note 1)				
Staff and Visitors (see notes 2 and 3)	2 spaces/ classroom	1 space/ classroom	Each case considered on its own merits	Each case considered on its own merits
Parents (delivery and collection of children)	Zero			
16+ Colleges & Further Education Colleges (see note 1)				
Staff and Visitors (see notes 2 and 3)	2 spaces/ classroom	1 space/ classroom	Each case considered on its own merits	Each case considered on its own merits
Students and Parents	Each case considered on its own merits			
Day Nurseries (including Day Care)/Playgroups &Crèches				
Staff, Visitors and Parents (see note 2)	1 space/ full-time staff member	0.5 space/ full-time staff member	1 stand/ 6 full-time staff Minimum of 2 stands per establishment	
Day Centres for Handicapped People (see note 4)	0.5 space per full-time staff member	0.25 space per full-time staff member	1 stand/ 6 full-time staff	
	Visitor: 0.5 space/client	Visitor: 0.25 space/client	Minimum of 2 stands per establishment	
Any other use within Class D1 e.g. libraries, art galleries and museums.	To be considered on its own merits			
Notes:	1. New or major expansions of educational establishments may require a Transport Assessment and School or College Green Travel Plan. 2. Visitor parking included in staff allocation. 3. The proposed standard for schools of 2 spaces/classroom for staff (including visitors) is based on the average of 2 staff per classroom. 4. Day centre services for older people, adults with learning or physical disabilities, must provide space for dropping off and picking up people.			
General Notes:	• For colleges and FE establishments any student spaces must be justified by a travel plan. • There will be a requirement for a bus/coach loading area whether provided on or off-site, for primary education and above, unless otherwise justified. • Catchment areas will be taken into account for schools.			

Assembly and Leisure Facilities (D2)				
Type	Car Parking Standard (maximum)		Cycle Standard (minimum)	
	Low Access	High Access	Long Stay – Staff	Short Stay – Visitors
Cinemas, Conference Facilities, Theatres, Concert Halls, Bingo Halls and other similar spectator facilities	1 space/ 4 fixed seats	1 space/ 8 fixed seats	Greater of 1 space per 6 staff or 1 space/ 40 sq. m.	1 stand per 20 sq. m.
Dance Halls and Discotheques	1 space/ 10 sq. m. of public floorspace	1 space/ 20 sq. m. of public floorspace		
Bowling Centres, Bowling Greens (see note 2)	3 spaces/ lane	1.5 spaces/ lane		
Swimming Pools, Health Clubs and Gymnasias	1 space/ 3 staff and 1 space/ 10 sq. m. hall/pool area	0.5 space/ 3 staff and 0.5 space/ 10 sq. m. hall/pool area		
Golf Courses (see note 2)	4 spaces/ hole	See note 1		
Golf Driving Ranges	2 spaces/ tee	See note 1		
Marinas, Sailing and Water Based Uses (see note 2)	1 space/ 1 staff 1 space/ 2 participants	See note 1		
Stadia	To be considered on its own merits (see note 3)		To be considered on its own merits	To be considered on its own merits
Ice Rinks				
Leisure Centres and Other Sports Facilities (see note 2)	1 space/ 3 staff and 1 space/ 30 sq. m. playing area	0.5 space/ 3 staff and 0.5 space/ 30 sq. m. playing area	Greater of 1 space per 6 staff or 1 space/ 40 sq. m.	1 stand per 20 sq. m.
Notes:	1. It is considered inappropriate to apply a standard to this form of development. 2. Other facilities i.e. club house/bar treated separately. 3. No standards are set for stadia or ice rinks due to the small number of applications. Each application will be considered individually.			
General Notes:	• All new assembly and leisure establishments or major expansions may require a Transport Assessment or Green Travel Plan to determine provision and facilities. • The above standards, unless otherwise stated, take into account full-time staff, visitor and participant parking. • Other facilities on-site, i.e. eating/drinking establishments are to be treated separately.			

Miscellaneous Commercial Development (Motor Trade Related)				
Type	Car Parking Standard (maximum)		Cycle Standard (minimum)	
	Low Access	High Access	Long Stay – Staff	Short Stay – Visitors
Car Sales and Garage Forecourts				
Workshops – staff	1 space/ 45 sq. m. See note 1		Greater of 1 space/ 8 full-time staff or 1 space/ 250 sq. m.	1 stand/ 500 sq. m.
Workshops – customers	3 spaces/ service bay See note 1		See note 2	
Car Sales – staff	1 space/ full-time staff see note 1		Greater of 1 space/ 8 staff or 1 space/ 250 sq. m.	1 stand/ 500 sq. m.
Car Sales – customers	1 space/ 10 cars on display See notes 1, 2 and 3		See note 2	
Car Hire	See note 2			
Notes:	1. Due to the nature of this use class, a reduction according to accessibility is not appropriate. 2. It is considered inappropriate to apply a standard to this form of development. Therefore, applications will be considered on their own merits and according to the suitability of the location of this type of use. 3. This applies to the number of cars on sale in the open.			
General notes:	• A Transport Assessment and/or company Green Travel Plan may be required. • These standards do not take into account commercial vehicle parking standards, which will be considered on the basis of individual planning applications.			

Parking for Pedal Cyclists

Cycle parking standards are indicated on the tables by land use. At least the level indicated should be provided, particularly in areas with good cycle accessibility. While the new car parking standards are to be treated as the maximum provision, cycle standards are the **minimum** provision. For more details on cycle provision, refer to the Cycle Parking Standards.

Parking for Motorcyclists

As a general rule, except for residential land uses, provide 1 space for every 25 car parking spaces based on the car total, which is set by the car parking base standard for that land use.

Parking for People with Disabilities

The Borough Council places particular importance on the satisfactory provision of parking for people with disabilities and their needs have been taken into account in the standards. Development proposals, in accordance with PPG13 should provide adequate parking for disabled motorists, in terms of numbers and designs (see Traffic Advice Leaflet 5/95, Parking for Disabled People).

Any parking provision should be made within 50 metres of the destination. Spaces should be 4.8m in length by 3.6m wide, or have a transfer area of 1.2m to one side of a standard size space. 3.2m wide spaces may be acceptable where space is limited. Parking spaces should be clearly marked with the British Standard “Disabled” symbol in accordance with BS3262 Part 1, and any parking fee concessions should be stated clearly at the parking space.

Parking for disabled people should be **additional** to the maximum parking standards. The total number of spaces required by the standards shall include the following proportions:

Employment generating businesses and hotels:	
Up to 25 spaces	1 space
Up to 50 spaces	2 spaces
Up to 75 spaces	3 spaces
Up to 100 spaces	4 spaces
Each subsequent 100 spaces, or part of 100	1 extra space
Public building and shops:	
Up to 25 spaces	1 space
Up to 50 spaces	3 spaces
Up to 100 spaces	5 spaces
Each subsequent 100 spaces, or part of 100	3 extra spaces

Where a planning application is made for a use, which is not included among the above categories, a parking requirement will be set for the development judged on an individual basis. As a general rule, except for residential land uses, disabled car parking spaces should be set at 5% of the car parking base standard identified in the tables.

Heavy Goods Vehicles

Where required, an operational number of spaces for Heavy Goods Vehicle parking will be allowed, which will be considered on an individual application basis.

Detailed Design Considerations

The layout and design of vehicle parking proposals should take account of:

- a) The type and number of vehicles that are expected to be parked at the site;
- b) The height, width, length and manoeuvring characteristics of those vehicles;
- c) The need to enter the highway in a forward facing direction;
- d) The need to avoid complicated, or excessive manoeuvring and reversing of vehicles, in order to reduce the risk of accidents;
- e) The desirability of providing parking spaces that are sufficiently wide as to avoid the risk of damage from opening doors. Therefore, the minimum width of car parking spaces should be 2.5m;
- f) The “Secured by Design” initiative, in order to reduce the opportunity of crime and the fear of crime;
- g) The need to produce a design that fits in with and takes account of local environment considerations, and where appropriate, enhances the character and appearance of the local environment.

Transport Assessments and Green Transport Plans

The parking standards apply to developments of all sizes. However, Transport Assessments and Green Transport Plans will be required for all new developments generating significant travel demands. In accordance with PPG13 and the Warwickshire Structure Plan, formal agreements to implement business transport and commuter travel plans will be sought where appropriate.

Cycle Parking and Motorcycle Parking Standards

1. Introduction

- Rugby Borough Council aims to ensure adequate cycle parking and facilities for cyclists and motorcyclists in all types of new development.
- The space needed for motorcycle parking is less than that for single occupancy cars. Government transport statistics show that the ratio between motorcycle and car ownership is 1:35.
- The Parking Standards tables indicate the minimum number of bicycle parking spaces required by each land use. To encourage more cycling, the level of parking provision should fully complement cycle access opportunities to the development.
- The following guidance is intended to help developers or their agents to provide suitable cycle parking and storage facilities. For the first time in Rugby, recommended cycle provision is specified for each main land use. The standards distinguish, where appropriate, between short-stay (mainly visitor) cycle parking and long-stay cycle parking, as associated with residential overnight use or employment activity.

2. General requirements for pedal cycle/motorcycle parking

- a) Cycle/motorcycle parking or storage facilities for all types of development should be designed with the following key objectives in mind. The parking area should be:
- Conveniently located for the trip origin and destination. Cycling/motorcycling activity competes better with car access when its location is clearly more convenient than equivalent car parking.
 - Easy to use – the cycle should be secured quickly and easily to the parking device.
 - Secure – the cycle parking site is overlooked by nearby occupied developments, or it is situated close to well-used thoroughfares, or comes under the coverage of a local security camera system. Sites should be located in well-lit and maintained locations, reducing the likelihood of vandalism or theft, and improving cyclists' personal security when they park or collect their cycles. This is crucial where the facilities are to be used by children, older people or women.
 - Covered – This is important for overnight and long-term (all-day) parking at places of employment and at transport interchanges.

3. Types of facility (applicable to pedal cycles only)

Short-stay provision

- b) For periods of between a few minutes and a few hours, parking stands may be the most appropriate facility. Whatever form the stands take, they should aim to meet the following objectives:
- Be able to secure the frame and both wheels.
 - It should be high enough to hold the cycle upright and securely fixed, particularly in high winds.
 - It avoids damaging the cycle when attached or while being secured.

- It is clearly visible and in contrast with its surroundings, so that it is more likely to be used and to help local pedestrians with visual impairments.
 - It has low ongoing maintenance requirements and avoids the need for staffed management of the parking.
 - It enables cycles to be readily secured.
- c) For new residential properties, adequate short-stay parking security can be achieved by some form of secure ring or loop attached at a convenient point near to the front entrance of the property.

Long-stay provision

- d) This applies to longer stays of six hours or more, particularly associated with residential overnight use, or employment locations.
- e) Cycle parking stands are likely to prove more attractive to cyclists in poor weather if some form of cover is added. Protection from wind and rain can take many forms, and parking space and other storage and shower facilities should be provided, fully integrated into the building infrastructure of a development. Nevertheless, prefabricated external shelter units are available, but the local planning authority should be consulted over any proposed separate structures of this kind.
- f) Within residential developments, the associated cycle parking standards provide guidance on levels of overnight cycle storage provision for different types of residential property. Garages adjacent to housing will often provide suitable secure long-term security for pedal cycles, but need to conform in size to the dimensions specified for a garage. At convenient locations, there should be separate provision for visitors to park their cycles, as discussed above under 'short-stay' provision.
- g) For flats, multi-occupancy properties and student accommodation, long-term cycle parking provision should be considered, either as integral to the building at ground-floor level (and within the security of the main entrance), or as part of a separate structure. It will be important for management arrangements to ensure that each individual residential unit has its own provision.