

# **Birmingham Parking Supplementary Planning Document**

**November 2021**

## Foreword

The Parking Supplementary Planning Document (SPD) will help deliver the objectives of the Birmingham Development Plan in creating a sustainable, inclusive and connected city and the principles set out in the Birmingham Transport Plan.

Managing parking in the right way can play a crucial role in creating a balanced, efficient and sustainable transport network. While the right amount of parking provision can help support local businesses, cater for those with mobility needs and prevent inconsiderate and unsafe parking, we must also ensure that our valuable street space is not dominated by parked cars.

On average, cars remain parked for about 96% of the time<sup>1</sup>. When they are moving on the roads, they contribute to congestion and release emissions which not only contribute towards climate change but also pollute the air we breathe.

Birmingham City Council has declared a climate emergency in June 2019 and a key part of this work will involve tackling the main causes of climate change in our city, including managing demand on our transport network.

We are also working to clean up our city's air through measures such as the Clean Air Zone and promoting a shift towards greener, cleaner forms of transport, with a clear focus on the movement of people rather than vehicles.

Birmingham is making bold moves to deliver an integrated public transport system and environments conducive to walking and cycling fit for a global city and fundamentally change the way goods and people move around our city.

As all car journeys begin and end with parking, managing parking is a key tool for managing the demand for private car travel. However, we acknowledge that this must be done in a balanced way and in tandem with moves to improve accessibility by more sustainable transport modes.

This document supports the delivery of a sustainable transport system and the sustainable growth and regeneration of the city whilst seeking to manage the provision of parking in a balanced way.

Councillor Ian Ward  
Councillor Waseem Zaffar

**Leader, Birmingham City Council**  
**Cabinet Member for Transport and Environment,**  
**Birmingham City Council**

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<sup>1</sup> <https://www.racfoundation.org/research/mobility/spaced-out-perspectives-on-parking>

## Introduction

A bold approach to parking in Birmingham has been set out as a key principle in the Birmingham Transport Plan, using parking as a means to manage demand for travel by car through availability, pricing and restrictions.

Major changes are taking place on our transport network including new Metro and Sprint routes, improvements to cycling and walking infrastructure and the Clean Air Zone.

Parking is a key component of this change. It can influence the way people travel, the efficient use of land, highway safety and the quality of the built environment.

It is estimated that the growth in the city's population, as set out in the Birmingham Development Plan<sup>1</sup>, will result in 1.2million additional daily trips across the network by 2031. It is not possible or indeed desirable to accommodate all these additional trips by private car due to existing constraints on our highway capacity and because of the significant detrimental impact of traffic on our environment and air quality.

Careful and appropriate management of parking is a key element of the Birmingham Transport Plan. An oversupply of parking can stimulate demand for car travel. This generates traffic on the network that increases congestion and delay, contributes to poor air quality and makes walking and cycling less safe and convenient. It also commandeers land which could be used for better purposes.

However, in certain circumstances, where parking supply is too low, this can act to inhibit economic activity, growth and social functions, particularly in locations with limited access to public transport. Lack of parking can exacerbate localised network inefficiency and lead to inconsiderate parking causing obstruction and hazards for cyclists and pedestrians. Many residential areas are reliant upon the availability of on-street parking to provide for household parking needs.

Implementing appropriate management of on and off-street parking, and the adoption of well-defined parking standards will contribute to sustainable development. This is consistent with the council's goals to make Birmingham an entrepreneurial city, an aspirational city, a fulfilling city to age well in and a great city to live in.

## Purpose

The objectives of this Supplementary Planning Document (SPD) are as follows:

- Manage the provision of parking in a balanced way, supporting an efficient transport network whilst delivering sustainable growth.
- Encourage more journeys based on walking, cycling, public transport and low emission vehicles.
- Provide an appropriate quantity, quality and type of parking to balance the needs of different users, protect amenity and ensure highway safety.

This document will replace the existing Car Parking Guidelines Supplementary Planning Document (2012)<sup>2</sup> and elements of the Birmingham Parking Policy (2010)<sup>3</sup>. It provides

revised parking standards for all new developments in the city to reflect the National Planning Policy Framework<sup>4</sup>.

The SPD forms part of the Council's planning framework and acts as a material consideration in the determination of planning applications. This SPD adds detail to policies in the Birmingham Development Plan and the Development Management in Birmingham Development Plan Document.

The emerging Birmingham Design Guide covers aspects of design and layout for parking provision, including cycle storage. Parking management guidance/technical notes will be produced by Birmingham City Council to support the implementation and management of parking infrastructure and activities, fully replacing the Birmingham Parking Policy 2010.

## Context

This SPD has been informed by national and local planning policy, as well as local transport strategies.

The National Planning Policy Framework (NPPF)<sup>4</sup> provides the policy context governing land use planning within the UK at a national level, with a key objective of achieving sustainable development. It encourages transport systems to be balanced in favour of sustainable transport modes. When setting local parking standards for residential and non-residential development, the NPPF states that local authorities should take into account:

- The accessibility of the development.
- The type, mix and use of development.
- The availability of, and opportunities for, public transport.
- Local car ownership levels.
- The need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

Maximum parking standards should only be set where there is a clear and compelling justification for them. However, the NPPF acknowledges that maximum parking standards can be a necessary tool for management of the local road network and for optimising the density of development in city and town centres and other locations that are well served by public transport.

Locally, this SPD supports the Birmingham Development Plan (BDP)<sup>1</sup> which promotes transition to sustainable modes of transport with high quality transport links to support sustainable growth.

It also supports the Development Management in Birmingham Development Plan Document which requires parking and servicing to contribute to the delivery of an efficient, comprehensive and sustainable transport system.

Local and regional transport strategies Birmingham Transport Plan<sup>6</sup> and 'Movement for Growth'<sup>7</sup> both acknowledge the role of parking as a key part of an integrated transport network. Parking pricing and provision can support the objectives of the city and region's

transport strategy forming a key element together with the delivery of improvements to public transport, cycling and walking.

The Movement for Growth 10 year delivery plan identifies significant investment of over £1.4 billion for walking, cycling and public transport schemes within Birmingham before 2026. This level of improvement to accessibility by non-car modes allows a more stringent approach to be taken towards parking provision in the most accessible areas of Birmingham.

The transport vision in the Birmingham Transport Plan has provided a clear steer for this Parking SPD; creating an efficient, attractive, sustainable, healthy and equitable transport system by seeking a reduction in over-reliance of private cars and developing a go-anywhere integrated public transport system supported by walking and cycling.

The parking standards in this SPD are informed and supported by evidence from surveys, best practice reviews and data analysis. An in-depth study of parking in Birmingham city centre was completed in 2016 and this has formed the basis for city centre approach and guidance within this SPD.

The city's transport network can have a major impact on the city's air quality and, in consequence, on health and wellbeing. The whole of Birmingham is designated as an Air Quality Management Area (AQMA) for nitrogen dioxide (NO<sub>2</sub>) and the Council maintains an Air Quality Action Plan (AQAP). In order to deliver compliance with national objectives, Government has determined the need for Birmingham to introduce a Clean Air Zone (CAZ) to control road transport related emissions particularly NO<sub>2</sub>. A Birmingham City Centre Clean Air Zone<sup>8</sup> was introduced in June 2021.

In July 2019 Birmingham City Council declared a climate emergency<sup>9</sup>. Tackling climate change is one of the authority's six main priorities; a cross-party and multi-agency taskforce has been set up and a Route to Zero Action Plan has been developed and approved by the Council. This SPD supports these objectives through reducing demand for private car journeys and improving the Ultra-Low Emission Vehicle infrastructure to support a more sustainable transport network.

## **Vision and Principles**

As we meet the challenges of a growing population, plan for new housing, jobs and infrastructure and seek to reduce our impact on climate change - managing parking in the right way will be crucial in creating an inclusive, sustainable and connected city.

This vision will be secured through the delivery of the parking strategy set out in this document, which is underpinned by the key principles below:

- An evidence-based and location-specific approach will be applied to decisions concerning parking provision.
- Where space is required for improvements for sustainable modes of transport or where traffic flow is impeded, parking provision may be removed, restricted, or parking control measures may be introduced.
- Parking should be safe, suitable and accessible for all potential users, without compromising highway safety.

- Efficient use of parking will be encouraged where different types of parking can be accommodated harmoniously. For example, where it is possible to allocate resident and short stay visitor parking within the same spaces, or where new developments provide customer parking, it may be expected to serve a wider purpose for local communities.
- Parking serves a multiplicity of users creating competing demands for the same limited space. Multiple considerations for different types of parking provision, as set out in Table 1 below, should be addressed, reflecting location specific circumstances. In general, provision should be given priority as set out in Table 1, unless clear justification is provided to the contrary. Whilst residential parking will be given high priority in predominantly residential areas, this may not be justifiable in the city centre and urban centres.

**Table 1: Parking Considerations**

Road User Parking	Vehicle Type Parking
<ul style="list-style-type: none"> <li>• Disabled parking (residential)</li> <li>• Disabled parking (non-residential)</li> <li>• Resident parking</li> <li>• Essential worker in the delivery of public service</li> <li>• Registered carers</li> <li>• Doctor parking</li> <li>• Local business essential parking/service need</li> <li>• Short stay shopper/visitor parking</li> <li>• Long stay shopper/visitor parking</li> <li>• Long stay commuter parking</li> </ul>	<ul style="list-style-type: none"> <li>• Emergency vehicle</li> <li>• Bicycle</li> <li>• Bus/coach</li> <li>• Public service vehicle</li> <li>• Shared/pool car (Car Club)</li> <li>• Delivery vehicle/lorries and vans</li> <li>• Electric Vehicle</li> <li>• Powered two wheelers (motorcycles)</li> <li>• Taxi/ private hire vehicle</li> <li>• Conventional private car (internal combustion engine)</li> </ul>

# Parking Strategy

This section describes Birmingham's strategy for parking in support of the growth and regeneration of the city as well as dealing with local parking issues. A tailored approach is taken for different areas of the city taking into account connectivity, public transport availability and land use.

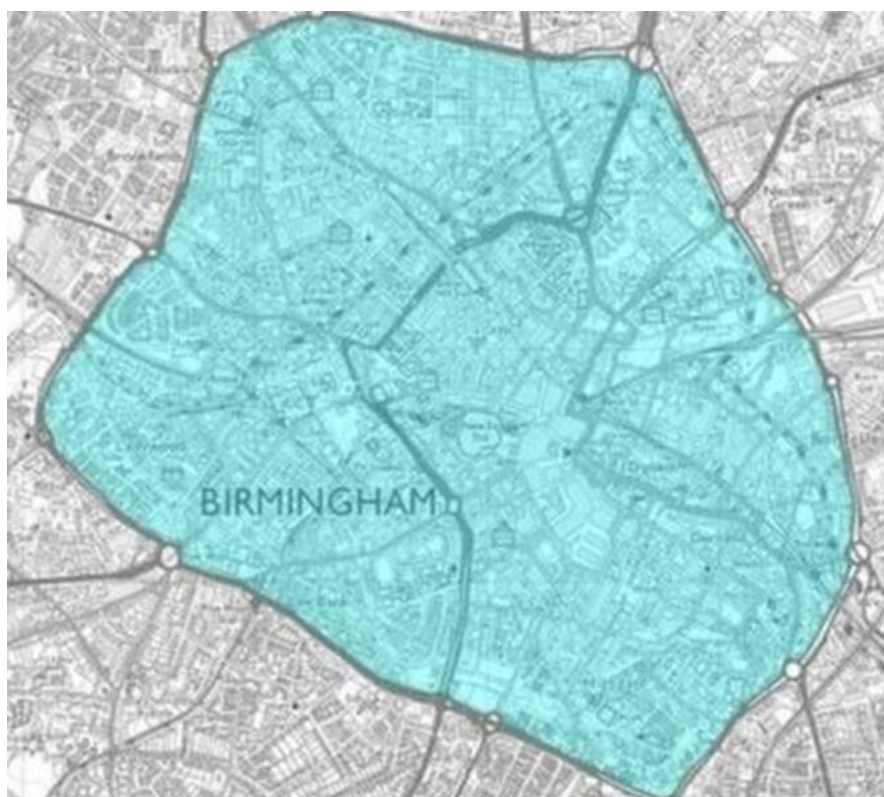
## City Centre

### Introduction

Birmingham city centre has undergone major transformation in recent years and further key developments are planned to take place, including the arrival of HS2, Smithfield and the introduction of a Clean Air Zone (CAZ). The increase in economic activity over the next 15 years is expected to generate an additional 140,000 daily trips to and within the city centre. Moving more people and goods to and within the city centre on the existing road network is a significant challenge.

For the purpose of this policy, the city centre is defined as the area within the A4540 Ring Road. The CAZ was launched on the 1 June 2021. All on street parking within the CAZ area is subject to parking controls (generally through controlled parking zones).

**Figure 1** Birmingham City Centre



## City Centre On-Street Parking

To support an efficient and effective transport system, the management of on street parking in the city centre will include:

1. The roll-out of the city centre controlled parking programme which will remove all uncontrolled on-street parking in the city centre.
2. The removal of on-street parking, where necessary, to support improvements to public realm, public transport provision or to provide priority for walking, cycling, servicing and delivery, taxis, car clubs and electric vehicle charging.
3. No further Resident or Business permits will be issued in the Inner Controlled Parking Zone. The availability of on-street Resident and Business permits in other city centre quarters will be considered and provided where appropriate.
4. Parking charges structured to support short and medium stay uses and discourage long-stay or commuter parking activity in premium, on-street locations.
5. Wherever possible, protection of the overall levels of disabled parking provision in easily accessible locations, with improved provision of rest and shelter opportunities in public areas.

## City Centre Off-Street Parking

Off street parking in the city centre will be managed in the following ways to support an efficient and effective transport system:

1. Replacement standalone off street parking and new off street parking in the city centre will not be supported unless it can be demonstrated that there is a deficit in local publicly available off-street parking, or that it will help to relieve on-street parking problems. .
2. Given the significant levels of Private Non-Residential Parking located within the city centre, options for introducing a Workplace Parking Levy will be explored.
3. Applications for temporary car parks or time extensions for temporary car parks will not be supported unless exceptional circumstances can be demonstrated.
4. Off-street car parks will be linked to the city's traffic management systems to provide real-time parking information (supplied as open data on the city council's open data portal<sup>11</sup>) and assist with wider network management, also linked to variable messaging signage.

## Why we have taken this approach

As the most important economic centre for employment and business in the Midlands, Birmingham city centre attracts over 200,000 people during a weekday morning with nearly half a million journeys made every weekday. It is home to more than 30,000 people and a further 13,000 homes are planned for construction by 2031, optimising land-use through high-density development.



To deliver high-density development, city centre land must be used as efficiently as possible. This will require a reduction in space hungry provision for residential and commuter parking. A key focus for the city centre is to reduce the need for private car journeys by ensuring viability of alternative modes.

The management of parking, alongside sustained improvement of sustainable travel modes, is key to supporting growth objectives and to encouraging changes in travel behaviour. It is recognised that for some journeys and business activities, travelling to the city centre by car is the most suitable, or in some cases the only viable option. The Council also recognise that on occasions users may require long-stay access. It is not therefore the objective of our policy to entirely prohibit long-stay parking activity in the city centre, rather to ensure that it is in the first instance directed towards appropriate off-street facilities in more peripheral locations.

A review of the current parking supply in the city centre and its use was undertaken in 2016. This showed that there are currently some 60,000 parking spaces in the city centre of which around 37,000 are available for public use with the remaining 23,000 comprised of private non-residential (predominantly workplace) parking.

Even allowing for an additional 15% surplus the indications are that the city centre has more than 10,000 spaces that remain unused throughout the course of the working day. Of the c. 10,000 spare spaces, it is estimated that around 7,500 are located in publicly available car parks (c. 6,000 in off-street locations and c. 1,500 on-street) and the remaining c. 2,500 are located in private non-residential (predominantly workplace) car parks.

The main objective in the city centre is to support continued regeneration while balancing the needs of its different users and reducing environmental impacts by:

- Managing the parking stock in the city centre to efficiently and effectively meet the needs of all of its customers.
- Managing parking to reduce demand for car travel, minimise congestion and environmental impacts of car access.
- Improving the safety and experience of city centre residents, user and visitors.
- Operating the car park estate on a financially sustainable basis.

## Edge of City Centre

### Introduction

Just outside the A4540 Ring Road, the edge of city centre area includes a diverse mix of land use ranging from office-based commercial uses around Five Ways / Hagley Road, the densely populated residential streets of Sparkbrook and Small Heath to the south-east and Lozells and Winson Green to the north-west. There are significant areas of industrial commercial use to the north-east. Please note that although this area is loosely illustrated in Figure 2 there is no definitive boundary to the 'edge of city centre' area, rather these locations are defined by their transport characteristics such as high trip generation, high levels of through traffic and potential parking stresses.

**Figure 2** Edge of City Centre (NB indicative diagram only- no definitive boundary)



## Edge of City Centre

To support an efficient and effective transport system, parking on the edge of the city centre will be managed through:

1. Implementation of a controlled parking programme in areas close to the city centre and other transitional areas, to control parking capacity and protect the amenity of local communities.
2. Large new developments with off-street parking provision must consider making their parking publicly available to make efficient use of land, reduce parking pressure in local areas and support the local economy.
3. Applications for temporary car parks or time extensions for temporary car parks will not be supported unless exceptional circumstances can be demonstrated.

### Why we have taken this approach

Locations on the edge of the city centre generate parking demand from a wide range of users, from residents to businesses and, in some cases, commuters. There is evidence that parking pressure has begun to increase in some peripheral areas including Duddeston and Five Ways, where there are limited levels of public off-street parking. In some city centre peripheral areas that may be subject to parking pressures and overspill parking from city centre commuters, on-street controls (including Residents' Parking Schemes) are in place or planned.

The main objectives of the parking strategy for edge of the city centre are to:

- Ensure that the impact of city centre growth is managed in ways that minimise congestion and protect the amenity of residential occupiers.
- Support delivery of the Clean Air Zone.
- Support enhanced connections by public transport, walking and cycling from these areas to the city centre and the rest of the city.
- Ensure an appropriate level of good quality, safe and convenient parking for the needs of all users.

# Urban Centres and Growth Areas

## Introduction

Outside the city centre there are numerous urban centres and 9 key growth areas as defined by the Birmingham Development Plan. Urban centres range from large multi-functional centres such as Sutton Coldfield and Selly Oak with large concentrations of employment to smaller centres such as Cotteridge and Balsall Heath which serve more local needs. They all have a central role in delivering the city's agenda for inclusive economic growth and are focal points for future investment, jobs, housing, cultural activity and connectivity.

### Urban Centres and Growth Areas

The approach to parking in urban centres and growth areas will balance the needs of the local economy and accessibility requirements while improving the health, safety and wellbeing of the local community.

1. A phased programme of parking control measures across the city will be introduced to ensure that on-street parking can be managed, without placing financial pressures on local business. The following locations will be prioritised initially:
  - Selly Oak
  - Perry Barr (linked to Commonwealth Games)
  - Harborne
  - Erdington
  - Sutton Coldfield
2. Large new developments with off street parking provision must consider making their parking publicly available to make efficient use of land, reduce parking pressure in local areas and support the local economy.
3. Wherever possible, there will be protection of the overall levels of disabled parking provision in easily accessible locations, with improved provision of rest and shelter opportunities in public areas.

## Why we have taken this approach

Over recent years the traditional role of urban centres and the way in which people use urban centres has changed. Changes in shopping habits, new uses of space and consumer demands have made it challenging for them to remain simply as shopping destinations. An increased shift towards the provision of leisure and other services has allowed some centres to meet this challenge but others need to evolve to remain attractive, viable and vibrant places.

As set out in the Urban Centres Framework<sup>14</sup>, successful urban centres are places that offer diversity, not just in the uses, but in the environments and activities that occur there. It is essential that they are accessible by a range of modes of transport with good connections into their local communities and the wider city.

Approaches to parking should take account of the different locations of centres, the communities they serve and the often complex range of demands placed upon them.

A review of parking in district and local centres revealed that most experience some parking pressures. A particular issue in urban centres was the concern that long-stay commuter parking limited the availability of short-stay parking for those coming into the area to shop or do business. Pressures in residential areas near to major employment generators and suburban stations were also identified.

In light of the issues identified, the main objectives of the parking strategy for urban centres and growth areas are to:

- Support the improvement of public transport and walking and cycling routes that connect centres to their neighbourhoods and employment opportunities;
- Support the vitality and viability of centres as a focus for local community life and activity;
- Ensure an appropriate level of good quality, safe parking to support local businesses and cater for those with mobility needs, whilst ensuring streets are not dominated by parked cars and that balance is made with encouraging more sustainable transport modes; and
- Ensure provision of accessible and secure cycle parking to help transform the experience of cycling to and within these areas.

# Suburban/ Primarily Residential Areas

## Introduction

A markedly different approach from that taken in the city centre and edge of city centre must be taken for predominantly residential suburbs of the city. These areas are characterised by generally lower development densities to the city centre and urban centres and have a lower level of public transport accessibility.

### Residential Parking

To support an efficient and effective transport system in suburban and primarily residential areas:

1. Birmingham City Council will apply the parking standards contained within Appendix A of this SPD for new residential development.
2. Residential parking will generally be prioritised over long-stay commuter parking in areas without off-street parking provision.

### Why we have taken this approach

In areas with fewer travel alternatives to the car, parking standards will need to ensure an appropriate level of parking provision while maintaining the amenity of nearby residents and occupiers and encouraging sustainable travel.

A balance has to be struck between the need to place reasonable restrictions on parking supply to discourage car usage, whilst ensuring that this policy is not likely to result in an overspill of parking activity on the highway. This will be achieved through the application of revised parking standards for new development contained in this document. These standards link an area's accessibility to public transport, car ownership and the presence of local parking controls with the parking rate applied. A typical level of provision for residential uses will be applied in lower accessibility areas to ensure that lack of provision does not create detrimental 'overspill' parking onto local roads and pavements.

The main objectives of the parking strategy for predominantly residential areas are to:

- Support the creation of sustainable neighbourhoods characterised by good access to facilities and convenient options to travel by foot, cycle and public transport;
- Protect and maintain good levels of residential amenity; and
- Ensure an appropriate level of parking to meet the needs of residents and visitors.



# Parking Standards

## Introduction

This document sets out parking standards for new developments in the city including cycle parking, disabled parking, electric vehicle charging and other servicing requirements. Levels of provision are set out for different land uses in different locations in Appendix A. Detailed guidance on the application of the standards is also contained in this document.

## Parking Standards

To support an efficient and effective transport system in suburban and primarily residential areas:

1. Birmingham City Council will apply the parking standards guidance contained within Appendix A of this SPD.

## Why we have taken this approach

Birmingham will continue to apply maximum parking standards in Zones A and B for all land uses as these locations benefit from greater public transport accessibility. In Zone C, a typical level of provision is given for all land uses, allowing some flexibility as set out in the parking standard rules on page 25.

In addition, minimum parking standards for car parking will be applied to residential developments in Zones B and C in the form of unallocated parking. This is further explained on page 33.

Provision of parking for people with a disability, cycle provision, motorcycle provision, and electric vehicle charging is set as a minimum standard. These types of provision support the delivery of a sustainable transport network. It is important that they are designed into the delivery of all new developments to meet the transport needs of the development and avoid expensive and complicated retrofitting at a later date.

# Controlled On-Street Parking (including residents parking schemes)

## Introduction

Controlled parking can be used to safeguard residential parking, whilst also balancing the needs of shoppers, visitors and local business - providing for efficient deliveries and servicing. This section sets out the City Council's approach to the introduction of further parking control in the city.

### Controlled Parking

1. The City Council will implement parking control schemes, subject to funds being made available. This will include Controlled Parking Zones and Residents Parking Schemes in order to manage on-street parking in areas experiencing parking stress or where parking problems are likely to occur due to land use changes.
2. All on-street parking within the Clean Air Zone (within the A4540 Ring-road) will be subject to parking control measures as part of CAZ implementation.
3. Decisions concerning the in-principle introduction of a parking control scheme will be determined through the Council's governance process, informed by technical advice and evidence and the prioritisation criteria in this SPD.
4. Controlled parking scheme design will be open to consultation with local residents and businesses.
5. Houses of Multiple Occupancy (HMOs) will be considered as a single dwelling regarding entitlement to purchase parking permits.
6. Where there is a need to safeguard on-street parking permit availability for existing residents, future residential developments with low parking provision may be subject to planning conditions restricting access to parking permits for their residents. Developers must make purchasers and tenants aware of such restrictions, and any variations to existing Parking Places Orders which are necessary to achieve this will be at the developer's expense.

## Why we have taken this approach

Parking can be controlled and enforced in a variety of ways. Key types of controlled parking include:

- **No waiting** – this generally takes the form of double (no waiting at any time) or single yellow lines (no waiting at specified times) which prevent vehicles from waiting in a marked location.
- **Limited waiting** – it is free to park in these locations; however, a motorist may only do so for a set period of time and may not return to the bay again until a set time has elapsed.
- **Pay and Display** – Any motorist is permitted to use these parking spaces if they have paid for the parking, either by displaying a ticket purchased at a machine or by paying over the phone.



- **Permit parking** – Only cars with appropriate permits can park in these locations. Often permits are issued to residents to enable them to park near their home in busy areas. Business permits are also issued in some locations.

Various combinations of these methods will be used across the city to effectively manage parking and to prevent unsafe or inconsiderate parking.

Parking controls will also support the parking standards within this SPD. In areas where parking supply is limited, controls help to ensure that parking does not 'overspill' onto surrounding streets.

Controlled parking reduces traffic and parking congestion for residents who live in or near urban centre or tourist/ visitor hotspots. Controlled parking can help to allow the flow of traffic and emergency vehicles down streets with high levels of parking; and allow residents to park near their homes.

There are a number of areas of the city where the introduction of parking controls will be required to address and effectively manage existing parking and to support more stringent parking standards.

Controlled parking may be introduced in the following circumstances:

- Within, or in areas affected by, the Clean Air Zone, including locations outside the zone.
- Where the level of parking demand exceeds the level of on and off-street parking supply (as evidenced from parking surveys).
- Where there is a clear need to manage the impact of parking on the operation of the network.
- Where excessive parking demand causes operational or safety issues, particularly for vulnerable road users.
- Where parking controls can be effectively enforced.

If the above circumstances are applicable, the following criteria will be used to prioritise delivery schedules:

- Parking occupancy data evidencing parking stress.
- Demonstrable safety concerns evidenced through safety audits and/or accident data.
- Areas within parking standard zones A and B.
- Demonstrable demand from residents/councillors/district engineers.
- Funding availability.

Design of new parking schemes should ensure that consideration has been made of all types of potential parking requirement (as set out in Table 1) including (but not limited to) disabled parking, car clubs, and cycle and motorcycle parking.

### **Parking Permit restrictions for 'car free/low car' developments**

Where new developments are provided with very low or zero parking provision, it may be necessary to ensure that future residents of these buildings do not have access to parking permits. This safeguards available on-street parking for existing residents.

## Park and Ride

Transport for the West Midlands currently provide over 9,000 Park and Ride spaces across the whole West Midlands region, 2390 of these are in Birmingham. Usage of rail park and ride facilities is very high at 91.9% occupancy across the region (2017 West Midlands Travel Trends). Standard bays tend to have an even higher occupancy rate.

Together with its key regional partners, the City Council is currently assessing the role of Park and Ride in providing part of a balanced access strategy for Birmingham. A successfully implemented Park and Ride system can deliver environmental enhancements, reduce congestion and support economic growth and activity by improving access to labour markets and facilitating business travel.

Subject to further funding being secured by TfWM and partners, a number of other potential sites are also being looked at across the West Midlands for the delivery of new Park and Ride sites or Park & Ride expansions. In Birmingham, these include potential sites on the A34 and at Minworth to serve the Sprint Bus Rapid Transit routes.

Alongside the Park & Ride expansion and development programme, TfWM is working to encourage cycling and walking to key transport hubs where this is a feasible option for customers. Cycle storage is available at all stations and cycle hubs can be found at Longbridge, Selly Oak, Rowley and Stourbridge. Where new stations are built or existing stations are expanded, the Council will seek appropriate levels of secure and high quality cycle storage.

Wider parking control may be required in some areas around Park and Ride sites to prevent overspill parking issues.

### Park and Ride

1. The City Council will support the production and implementation of a Park and Ride Strategy for the West Midlands, to be led by Transport for West Midlands.
2. The City Council will seek to ensure that parking control measures on local roads and associated costs are considered as part of any measures to manage park and ride sites.

## School Parking

Parking outside schools can be a particular concern for pupil safety and air quality and inconsiderate parking is a frequent issue raised by residents living near to schools. A Road Safety Strategy for Birmingham<sup>2</sup> sets out the city's approach to parking management on roads near schools

Car Free School Streets, or School (Traffic) Exclusion Zones<sup>17</sup>, restrict vehicles from driving in, out or through an area close to the school entrance for up to an hour at the beginning and end of the school day. Local residents and other identified groups can apply for a permit which exempts them from this. The City Council successfully piloted 6 of these schemes as part of the 2019/2020 Safer Routes to School programme, and will be rolling out further schemes in future.

Idling – cars remaining stationary or parked with their engines running, can significantly contribute to poor air quality. The Council's Switch Off School Streets campaign provides a toolkit to support schools in raising awareness and reducing idling in the vicinity of schools. The toolkit can be found at:

[https://www.birmingham.gov.uk/downloads/download/3342/switch\\_off\\_school\\_streets\\_toolkit](https://www.birmingham.gov.uk/downloads/download/3342/switch_off_school_streets_toolkit)

### School Parking

1. The City Council will encourage a 'park and stride' approach for parents and pupils who are unable to walk or cycle to school. Careful consideration of parking control measures should be made for any new or expanded school development. This must include a traffic regulation order on all School Keep Clear markings to ensure they are enforceable.
2. New schools or expanded schools, should ensure appropriate parking enforcement controls or measures to discourage pavement parking are in place on surrounding roads. Provision of cycle and non-motorised scooter (as set out in Appendix A) parking will be required. This should be supported by a travel plan through the Modeshift Stars<sup>18</sup> process.

## Car Club bays

Any new highways scheme where parking is affected should evaluate current and potential provision for car club bays. Liaising with the current Birmingham City Council provider, new bays should be introduced wherever market viability and available resources allow. Further guidance for new development is set out on page 32.

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<sup>2</sup>

[https://www.birmingham.gov.uk/info/20163/safer\\_greenier\\_healthier\\_travel/361/birmingham\\_road\\_safety\\_strategy](https://www.birmingham.gov.uk/info/20163/safer_greenier_healthier_travel/361/birmingham_road_safety_strategy)

## Disabled Parking

Many disabled people rely on the private car as their principle mode of transport. The ease of their journey is largely dependent on whether it is possible to park close to their destination. It is therefore vital that well located, well designed disabled parking bays are provided at key locations e.g. home, work, shops and other public sites in order to improve accessibility for those who are mobility impaired.

However, it must be acknowledged that some public realm and sustainable transport schemes, particularly in the city centre may result in the removal of some Blue Badge parking bays. The Council aims to mitigate the impact of this as much as possible and will consult Access Birmingham and other relevant groups and stakeholders where changes are being considered.

The parking standards within this document set out clear requirements for future developments to help ensure that off road parking for new sites provides a high level of parking for disabled people.

Detailed guidance on the design of disabled parking is contained within the emerging Birmingham Design Guide.

### Parking for disabled people

1. Wherever possible, the Council will seek to protect the overall levels of Blue Badge parking provision in easily accessible locations, with improved provision of rest and shelter opportunities in public areas.
2. Any future public realm improvement schemes in the city centre or urban centres must aim to provide a good level of rest and shelter opportunities to support those with reduced mobility.
3. The Council will ensure that any proposed changes to disabled parking provision are subject to consultation with appropriate disability action groups, relevant stakeholders and Access Birmingham.

# Parking Standards

## Parking Standards Zones

Birmingham has applied different parking standards over three zones since 2012. The zoning process has been re-defined to reflect a wider and more nuanced set of characteristics impacting on the approach and level of standards to be applied. Three zones have been identified using public transport accessibility mapping, car ownership levels, opportunities for future public transport, and the presence of parking restrictions/ traffic regulation orders. Further detail on the methodology for setting these zones is available in the Evidence Base Report for the Parking Standards<sup>3</sup>.

The characteristics for each zone are broadly summarised in Table 2. Figure 3 shows mapping of the zones.

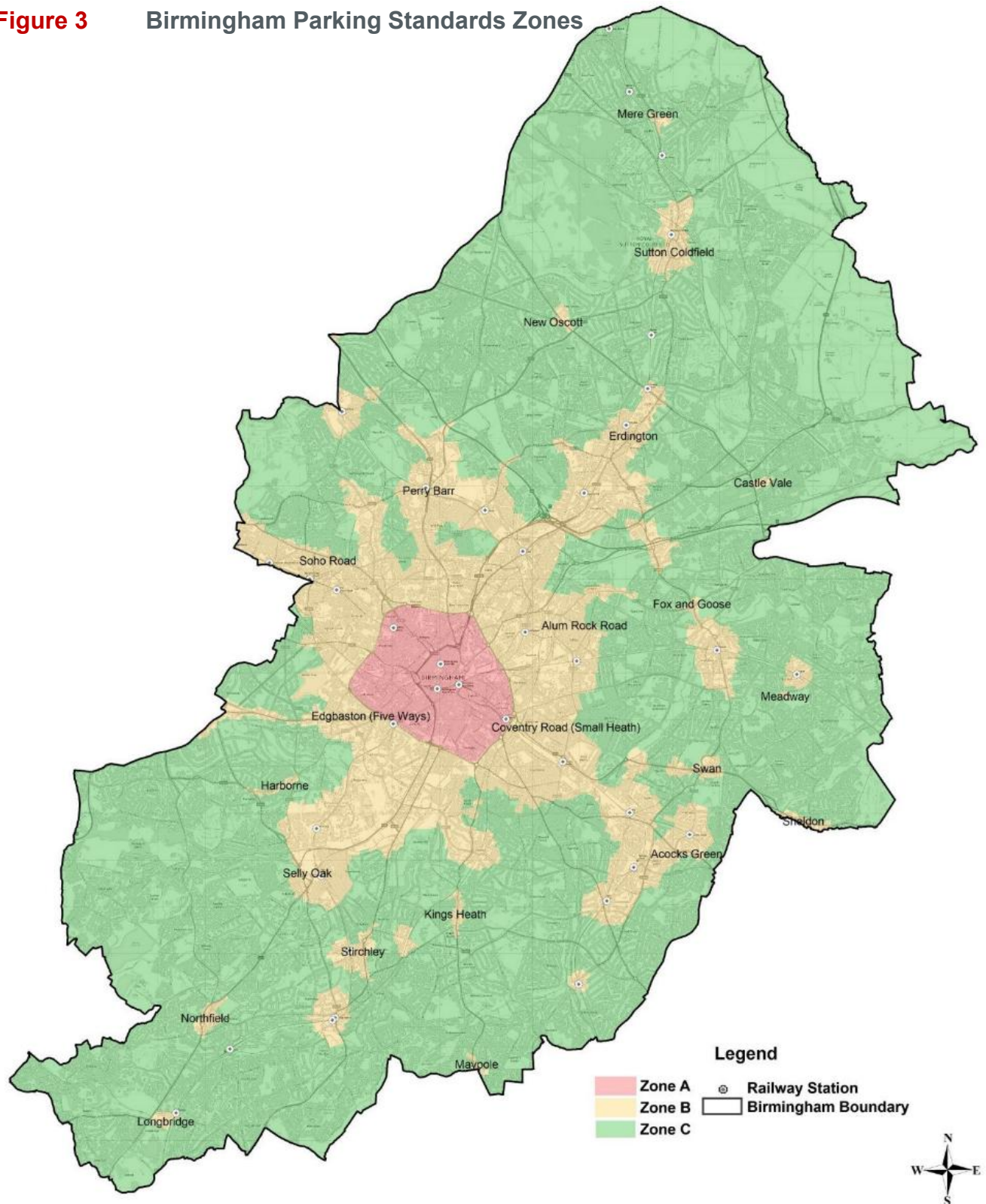
**Table 2: Parking Standards Zone Characteristics**

Zone	Zone Characteristics	Parking Provision Characteristics
<b>A</b>	<ul style="list-style-type: none"><li>• Very high or high public transport accessibility</li><li>• All locations within the Clean Air Zone</li><li>• High population density</li><li>• Well served by cycle and walking facilities</li><li>• Primarily retail and commercial with high density residential</li><li>• Comprehensive on-street parking restrictions.</li></ul>	<ul style="list-style-type: none"><li>• Low and car free development</li><li>• High provision for cycling, Car Clubs, ULEV (and bike hire where appropriate).</li><li>• Adequate servicing and operational provision.</li></ul>
<b>B</b>	<ul style="list-style-type: none"><li>• High public transport accessibility</li><li>• High to medium population density</li><li>• Well served by cycle and walking facilities</li><li>• Includes the most accessible urban centres and growth areas</li></ul>	<ul style="list-style-type: none"><li>• Restricted maximum parking levels for all land uses. Unallocated parking requirement for residential. High provision for cycling, Car Clubs, ULEV.</li><li>• If not in place already, these locations will be prioritised for on-street parking controls in the future.</li></ul>

<sup>3</sup> <https://www.birminghambeheard.org.uk/economy/parkingspdevidence/consultation/download>

C	<ul style="list-style-type: none"> <li>• Medium to low public transport accessibility</li> <li>• Medium to low population density</li> <li>• Predominantly residential</li> </ul>	<ul style="list-style-type: none"> <li>• Typical parking levels seek appropriate parking provision to ensure development doesn't generate parking pressure on local roads. Unallocated requirement for residential. Good provision for cycling and ULEV (and Car Clubs where market demand allows).</li> </ul>
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**Figure 3** Birmingham Parking Standards Zones



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Zone A - Total 2017 Population that can access grid square within 45 minutes future public transport >1,500,000  
Or within the Clean Air Zone  
Zone B - Total 2017 Population that can access grid square within 45 minutes future public transport < 1,500,000 and >750,000  
Or within an area with on-street parking controls, or within a district or growth local centre  
Zone C - Total 2017 Population that can access grid square within 45 minutes future public transport >750,000

Zone boundaries have been rationalised to road and property boundaries, including further consideration of car ownership levels.

NB - Services coded in to the future public transport model include:-  
Metro Extension to Edgbaston  
Sprint - A34 Walsall  
Sprint - A45 Airport/Solihull  
Camp Hill Line

Source - MOTT MACDONALD accessibility analysis

\* Indicative timetables sourced from PRISM



## Parking Standards Rules

When determining the absolute number of parking spaces to be provided, the following principles will apply:

- The standards set out in Appendix A show the detailed parking standards expected for each type of land use to be applied to all planning applications and prior approvals/notifications.
- The car parking standards should be considered as a maximum for all uses in Zones A and B. Zero or low car parking development will be supported as long as it can be demonstrated that this would not result in detrimental problems on the local highway.
- In Zone C, the car parking standards define 'typical levels of parking'. The 'typical car parking' levels are not a minimum or maximum requirement. This guidance allows for flexibility to reduce or increase parking provision depending on factors such as location, car ownership, public transport accessibility, walking and cycling provision catchment, and typical end user.
- In zones A and B it is recognised, that in exceptional circumstances, there may be occasions when it could be appropriate to have a lower or higher level of parking depending on the specific details of the application.
- Any departure from the parking standards should be fully and appropriately justified with detailed supporting evidence. In most cases this should be included within the associated Transport Statement or Assessments which should include:
  - Surveys of parking capacity and occupancy levels on surrounding streets and parking areas;
  - Consideration of likely trip generation and parking accumulations for the proposed development with supporting evidence;
  - Details of how the parking will be managed and how that will mitigate any under or overprovision. This should include consideration of how parking space may be repurposed at a later date should it no longer be required.
  - Evidence of any delayed delivery of planned infrastructure/ improvements impacting on the accessibility of the site.

This is not considered to be an exhaustive list, and there may be other factors associated with the specific characteristics of each site which may need to be considered. In all cases, where an applicant is considering a departure from the standards, the Council encourages early pre-application discussions.

Where a reduction in parking could lead to a transfer of parking into other locations, appropriate financial contributions may also be required for the introduction or expansion of Residents Parking Zones/parking control measures.

- Car parking requirements for unallocated spaces apply in Zones B and C. This is explained in detail on pages 33.
- Provision of parking for disabled people, bicycle parking, motorcycle parking and electric vehicle charging is set as a minimum. All calculated parking provision for a planning application is to be rounded up to the next whole number.

- For mixed use developments, the parking standards will be applied for each different land use. Facilities which provide for multiple uses in an efficient way are encouraged and may reduce overall provision.
- Where the footprint of a development falls into more than one zone, the parking zone standards to be applied will be considered on a case by case basis.
- All standards should be calculated on gross internal floor space (sq.m.) unless otherwise stated.
- Staff members will be calculated on a Full Time Equivalent (FTE) basis.
- It is not possible to identify parking standards for every potential type of residential development/ use. Where a development/ use does not have an ascribed parking standard, the likely parking requirements will be assessed taking into account the nature of the intended use, location, site and other relevant factors.
- For non-residential development, car parking standards are not applicable to parking requirements for operational fleet, as defined on page 40. Provision for operational fleet will be agreed on a case by case basis.
- The parking standards will not apply to any detailed or reserved matters planning applications that are already registered prior to the adoption of the SPD or to any full and outline planning permission where there has been significant pre-application discussion.

#### Summary of parking standard approach:

Land Use	Zone A	Zone B	Zone C
<b>Car Parking</b>			
Residential	Maximum	Maximum  Plus an additional unallocated spaces requirement	Typical level of parking  Plus an additional unallocated spaces requirement
Non-residential	Maximum	Maximum	Typical level of parking
<b>Cycle, Disabled parking, Electric Vehicle Charging Points (EVCP), Motorcycles**</b>			
Residential	Minimum	Minimum	Minimum
Non-residential	Minimum	Minimum	Minimum

\*see page 33 for guidance on unallocated spaces)

\*\* Residential motorcycle parking only specified for apartments/flats

## Disabled Parking Standards

Disabled parking provision will be in addition to standard car parking provision.

Birmingham has applied a higher rate of disabled parking to the first 200 parking spaces for many land uses, and a lower rate thereafter. This approach aims to reflect actual likely demand and ensure adequate provision without creating considerable over-provision of disabled parking that may lead to its abuse. Active management of disabled parking provision to match actual demand is a recommended function and good practice for those seeking accreditation under the Disabled Parking Award Scheme<sup>19</sup>.

Disabled parking bays should be 3.6m wide or alternatively should consist of two standard 2.4 m bays with shared spaces of 1.2m between. In addition, a 1.2m safety zone should be provided for boot access and cars with rear hoists. The 1.2m safety/unloading zone at the rear of the accessibility parking bays should not project into the 6m minimum width maneuvering roadway in car parks, as this would expose disabled drivers to being reversed on within the 'safe zone'.

On-street parking bays should be 6.6m long with width of 3.6m and dropped kerb access at one end<sup>20</sup>. Accessibility 'on street' parallel parking bays should allow for additional length for a tailgate/rear unloading ramp, with a drop kerb alongside. Scope for driver and passenger side unloading onto the pavement would mean a choice of bays being provided in an area.

Disabled parking spaces should be clearly marked, located as close as possible to the main accessible entrance to the building and with level or ramped access from the bay to the entrance. Wherever possible this should be undercover.

Planning conditions may be attached to planning consents requiring active management of spaces to help prevent abuse.

Wherever possible, disabled bays should not be allocated to individual dwellings, but a pool of disabled parking bays should be available at each site for use by any Blue Badge-holding residents/visitors.

Consideration should be given to safe storage and charging point locations for mobility scooters when designing Retirement/Sheltered Housing Developments or wheelchair accessible dwellings.

Car free developments must still provide an appropriate level of disabled parking spaces. Guidance is provided on the minimum standards required in the parking standards table (Appendix A) however, wherever possible, a non-residential development should aim to provide Disabled Parking bays to accommodate at least 6% of the predicted staff and visitors/customers for the site. Proximity of access is important for these spaces.

For residential developments, when parking is not provided within the curtilage of a dwelling, provision of disabled parking spaces for 5% of all dwellings/units must be made. This is also applicable to zero or low car parking developments.

## Standards for Cycle Parking

The cycle parking standards outlined are provided to make parking a bicycle at both its origin and destination convenient and secure, encouraging cycling and reducing the theft of bikes. This removes a barrier to cycling and thus supports the vision for cycling for Birmingham.

Like car parking, cycle parking should be designed into developments at an early stage. To increase the attractiveness of commuting by cycle, it is important to provide facilities for cyclists at their destination, particularly in larger workplace developments of 40 or more staff. Where the number of staff are unknown, a threshold of 500 sq.m will be used for office and light industrial uses; 1,440 sq.m. for B2 use and 2,800 sq.m. for B8 use. For all other land uses a threshold will be provided on a case by case basis. This should include storage areas for personal items, showers, and changing rooms. Facilities should be provided on the basis to cater for a minimum of 10% of staff.

Cycle parking is specified for different users to cater for short and long stay usage. The former is provision for those visiting the site as customers or service users. Long stay cycle parking is relevant for employees, pupils or residents.

In design terms, short stay cycle parking should focus on accessibility and convenience; for long stay parking, security, lighting, protection from the weather and potentially the proximity to different access points into the building are all important. Cycle parking should be located as prominently as possible within a development. Detailed parking design guidance is set out in the emerging Birmingham Design Guide SPD. Further guidance is also available in the TFWM Cycle Design Guide<sup>21</sup>. The preferred cycle stand design is 'Sheffield stand' provision, or similar. Cycle storage which only allows for bikes to be secured by one point of contact, particularly a single wheel ('wheel bender' designs) will not be supported. When correctly sited, one 'Sheffield' stand provides two cycle spaces.

Electric bikes are becoming increasingly popular and offer a good urban mobility solution. Secure storage and charging provision for these should be considered, particularly for residential accommodation or other large developments where long stay cycle parking is required.

All new residential properties are required to provide appropriate cycle storage. This is to be within a structure with roof and lockable door. For houses, cycle storage may be provided in garages or other outbuildings at the front of the property. Storage in outbuildings at the rear of the property is acceptable subject to access to these buildings being achieved without the need to pass through the dwelling. For apartments, secure, communal cycle shelters are to be provided. Buildings used for waste bins or plant are not acceptable for cycle storage without adequate clear separation of areas of use.

Larger residential properties are also required to provide short stay accessible, convenient and secure cycle parking for visitors and guests.

Birmingham City Council will consider commuted sums (secured through legal agreement) for developers unable to satisfy the requirements and/or in situations where off-site unallocated provision of cycle parking, such as in the public footway, may better serve the needs of the site and wider community. However, on site provision is the preferred approach.

## **Scooter Provision for Primary Schools**

Whilst not specified in the standards, it is recommended that primary schools provide scooter storage alongside cycle storage. Scooter storage ensures that cycle racks do not get blocked with scooters. Adoption of active travel in early years promotes sustained healthy choices in later life.

## **West Midlands Cycle Hire and provision for other micro-mobility options**

To support the provision of cycle hire and Transport for West Midlands' Cycle Hire Scheme<sup>22</sup> all hotels, large scale residential developments of 200+ units, and major non-domestic developments of 1,000 sq.m or more should consider the viability of incorporating cycle hire stand provision. As legislation allows, consideration should also be given to provision for other micro-mobility options such as e-Scooter hire.

## **Standards for Powered Two-Wheeler (Motorcycle) Parking**

The standards for motorcycle parking provision are set as a minimum. However, it is unlikely to be necessary for overall levels to exceed 10 spaces per development. Designated provision for motorcycle parking (as opposed to standard car parking space), is considered important to ensure efficient use of space and security of the parked vehicle.

Motorcycle parking has many similar requirements to cycle parking. It must be near, clear, secure and safe to use. It must be located in well-lit areas which are close to destinations and visible and/or have CCTV coverage so as to deter theft.

Motorcycle parking should have dropped kerb or level access, and should be on a solid, level surface. Anchor points should be provided for security. Raised level anchor points in the form of a raised bar at a height of around 600mm is preferable to ground level anchors. A continuous horizontal rail can allow for efficient use by bikes of varying sizes. Anchor points should be welded and not screwed into place and there should be sufficient space to manoeuvre around them. Layout of anchor points should not present a hazard to other road users or pedestrians (particularly those with visual impairment). Motorcycle parking should be clearly signed, indicating it is for Powered Two Wheelers only. Where possible stands should be under cover.

Car free or low car developments should still aim to provide motorcycle parking to accommodate at least 2% of the total predicted staff and visitors/customers for the site.

## **Standards for Electric and Low Emission Vehicles**

As the uptake of Electric Vehicles increases, and with proposals for the sale of petrol and diesel cars to end shortly, it is vital that sufficient charging infrastructure is provided to this support electrification of transport. This is a very important tool for supporting decarbonisation and improvement in air quality.

## Residential Charging Provision

Every new residential building with an associated car parking space must have at least one EV chargepoint. This applies to buildings undergoing material change of use to create a new dwelling.

Every residential building undergoing major renovation with more than 10 parking spaces must also have one chargepoint and cable routes for an electric vehicle chargepoint for one in five spaces.

**Note:** where no parking spaces are provided there is no requirement to install an electric vehicle chargepoint.

For unallocated residential parking provided on-street, an assessment must be made in liaison with the network provider, to take account of existing chargepoint availability and whether this is appropriate provision for the likely demand generated by the development. Where further provision is required, a planning obligation will require the developer to work with the network provider to make satisfactory arrangements for this. The preferential provision for highway charging is rapid charging hubs. Where necessary, contributions will be sought from the developer towards implementation.

## Non-Residential Charging Provision

Non-residential developments with more than 10 parking spaces are subject to both active and passive provision requirements.

New buildings other than dwellings, or major renovations for buildings, which have a minimum of 11 parking spaces, must provide a minimum of one EV chargepoint. In addition, a minimum of one in every 5 spaces should have either an EV chargepoint or enabling infrastructure for future EV chargepoint installation.

A general principle applies that a minimum of one chargepoint, or 5% of the chargepoints, whichever is greater, should be accessible to drivers with disabilities.

Where on-site provision of ULEV requirements is not achieved, a commuted sum payment towards public charging provision will be considered.

## Technical requirements for EV chargepoints

Each electric vehicle chargepoint should meet all of the following specifications:

- a. Be designed and installed in accordance with the appropriate parts of BSEN 61851.
- b. Have a minimum rated output of 7kw, measured or calculated at a nominal supply voltage of 230 VAC.
- c. Be fitted with a universal socket (known as an untethered electric vehicle chargepoint).
- d. Be fitted with a charging equipment status indicator using lights, LEDs or display.
- e. Provide a minimum of Mode 3 or equivalent.

For buildings other than dwellings, in addition to the above, each electric vehicle chargepoint should meet the requirements of [The Alternative Fuels Infrastructure Regulations 2017](#) <sup>24</sup>

## **Technical requirements for enabling infrastructure for EV chargepoints**

Each parking space requiring enabling infrastructure should have an identified future connection location, suitable for use for electric vehicles with different charging inlet locations. In many cases the optimum position for a future connection location will be at one corner of the parking space.

A future connection location may serve more than one parking space provided that the enabling infrastructure is adequate for each space to be used simultaneously for recharging once the EV chargepoint infrastructure is installed.

Enabling infrastructure should be provided from a metered electricity supply point up to the future connection point and should include:

- a. Sufficient physical space for a new electrical connection at a metered supply point, such as a consumer unit or feeder pillar.
- b. A dedicated, safe, unobstructed route for electrical cabling from the electrical supply point to the future connection location (using electrical containment systems).
- c. A future connection location (as specified above), clearly identified and labelled/signed.
- d. Provisions to facilitate the safe installation of an EV chargepoint meeting the standards in BS 7671. This may require a suitable location to be identified for an earth electrode.

## Standards for Car Club Provision

Car clubs have the potential to have a significant impact on reducing car ownership when provided within or close to residential developments, particularly in city centre locations where the density of potential users is high and the need to own and use a car on a regular or frequent basis may be low.

Birmingham has an assigned provider<sup>25</sup> for all highway car club bays and these operate under a 'return to base' model. This means hired vehicles must be returned to where they are collected from.

All residential developments over a threshold size will be required to provide a car club parking bay accessible to the public, or commuted sums to enable provision on the highway.

This will not be required where evidence that at least three accredited car club operators (including the City's main provider) have all declined to provide a car club service for the site due to existing adequate provision locally or that is demonstrated to be financially unviable. Instead, commuted sums to support existing local car club provision will be acceptable.

Outside the city centre, it is recognised that there may be less demand car clubs, and thus requirements are lower. In Zone C the intent is that car clubs can reduce second and marginal car ownership.

Car club facilities should provide the following elements:

- Dedicated and convenient parking which is identified on submitted plans and managed according to the parking management plan.
- Vehicle parking that is always accessible and available to use by the wider public.
- Operation by an accredited car club provider (nationally recognised accreditation).
- Be in place and promoted to potential residents prior to occupation, ideally with a free initial membership deal.
- Developments below the threshold for providing an on-site car club facility within the city centre will be required to provide either;
  - a contribution per dwelling towards community car club facilities; or
  - a number of years' free membership to the nearest car club bay provider for all residents/occupiers.

Although there are no minimum standards applied to non-residential developments, it is recommended that all developments consider the viability of car clubs and car share opportunities for staff and business use. In city centre locations residential and corporate car club provision can be complementary, with businesses utilising the service for fleet purposes during weekdays, and residential usage at evenings and weekends.



# Standards for Car Parking

## Residential Developments

### Maximums and Typical levels of car parking provision

All residential developments in Zones A and B in Birmingham will be subject to maximum parking standards. The maximums are set to ensure that developments continue to come forward with levels of parking provision that remain commensurate with the vision to reduce car dependency and to promote alternative sustainable transport options.

In Zone A only disabled user car parking will be expected to be provided. There will be a preference for car free development unless there is a demonstration of clear need for car parking provision (please refer to Parking Standard Rules on page 25). The maximum provision would 1 space per 10 residential units.

In Zone C guidance is provided on a typical level of parking provision to reduce the level of overspill that any site may generate. Where developers can demonstrate that a development will have minimal impact on local on-road parking, developments in Zone C with a lower level of parking provision will be supported.

### Unallocated Car Parking provision

Unallocated parking is parking provided in a way that can be accessed and used by all those with legitimate purpose for being on the development site - residents and their visitors. It may be on-street or designed within the development for shared use (such as a 'mobility hub' design). This is in contrast to allocated or on-plot parking that is by virtue of being within a residential curtilage, only for use by the tenant or owner of that specific property. Evidence shows that parking provision can be reduced to less than 75% where it is unallocated rather than allocated. Unallocated spaces also allow for flexibility should the needs of the community change. It is preferable that as much parking as possible should be designed and provided in an unallocated way.

In Zones B and C, residential developments of 10 or more dwellings will be expected to provide 1 space per 10 dwellings as unallocated parking. This can be in addition to the allocated parking standards set out in the standards table in Appendix A, but does not have to be.

Providing unallocated parking on smaller developments may be problematic and not conducive to good design. As such, developments of 9 dwellings and below will not be required to provide a minimum level of unallocated parking but may do so where appropriate.

Detailed design guidance on unallocated parking design is contained in the Birmingham Design Guide SPD.

## Summary of approach to unallocated parking in Zones B and C

Scale of development	9 dwellings and below		10 dwellings and above	
Is unallocated parking required?	No		Yes	
Dwelling size	1 and 2 bed dwelling	3+ bed dwelling	1 and 2 bed dwelling	3+ bed dwelling
Requirement	No unallocated parking required	No unallocated parking required	At least 1 space per 10 dwellings.	At least 1 space per 10 dwellings

## Worked Examples of parking standards for residential schemes

### A development of 5 houses

Comprising: 3 bed house x 5

Type	Zone A	Zone B	Zone C
Car	Maximum of 1 car parking bay where clear need can be demonstrated.	Maximum of 5 parking spaces. (No unallocated spaces required)	Typical provision of 10 parking spaces (No unallocated spaces required)
Disabled Parking	1 space per wheelchair accessible unit. Plus 1 space in zero/low car developments or if parking provision is non-curtilage.		
Cycle	15 secure covered cycle storage spaces.		
EVCP	All car parking spaces to be active EVCP.	5 active EVCPs if each dwelling has an allocated parking space. Or 20% active EVCP and 80% passive spaces if all parking is unallocated.	
Car Club	2 years membership to nearest car club upon occupation for each dwelling.	-	-

### A development of 10 houses

Comprising: 3 bed house x 6, 4 bed house x 4

Type	Zone A	Zone B	Zone C
Car	Maximum of 1 car parking bay where clear need can be demonstrated.	15 spaces plus 1 unallocated space = 16 total	20 spaces plus 1 unallocated space = 21 total
Disabled Parking	1 space per wheelchair accessible unit. Plus 1 space in zero/low car developments or if parking provision is non-curtilage.		
Cycle	34 secure covered cycle storage spaces.		
EVCP	All car parking spaces to be active EVCP.	10 active EVCPs if each dwelling has an allocated parking space. Or 20% active EVCP and 80% passive spaces if all parking is unallocated.	
Car Club	2 years membership to nearest car club upon occupation for each dwelling.	-	-

#### **A development of 100 houses**

Comprising: 2 bed house x 25, 3 bed house x 50, 4 bed house x 25

Type	Zone A	Zone B	Zone C
Car	Maximum of 10 car parking bays where clear need can be evidenced.	138 spaces plus 10 unallocated spaces = 148 total	175 spaces plus 10 unallocated spaces = 185 total
Disabled Parking	1 space per wheelchair accessible unit. Plus 5 spaces space in zero/low car developments, or if parking provision is non-curtilage.		
Cycle	300 secure, covered cycle storage spaces.		
EVCP	All car parking spaces to be active EVCP.	100 active EVCPs if each dwelling has an allocated parking space. Or 20% active EVCP and 80% passive spaces if all parking is unallocated.	
Car Club	2 car club bays operated by an accredited provider such as Co-Wheels		-

### A development of 50 flats

Comprising: 1 bed x 25, 2 bed x 25

Type	Zone A	Zone B	Zone C
Car	Maximum of 5 car parking bays where clear need can be demonstrated.	50 spaces plus 5 unallocated spaces = 55 total	50 spaces plus 5 unallocated spaces = 55 total
Disabled Parking	5 disabled parking bays plus 1 space per wheelchair accessible unit.		
Cycle	75 secure, covered cycle storage spaces, plus 5 short stay visitor spaces.		
EVCP	All car parking spaces to be active EVCP.	50 active EVCPs if each dwelling has an allocated parking space. Or 20% active EVCP and 80% passive spaces if all parking is unallocated.	
Car Club	2 car club bays	2 car club bays	-
Motorcycle	3 motorcycle parking spaces		

### Garages

Garages will only be accepted as contributing towards parking provision for development if they have adequate functional space. Where garages are also used to provide cycle storage, additional space must be provided to accommodate this. Further guidance regarding recommended dimensions is available in the TFWM cycle design guide<sup>4</sup> or the emerging Birmingham City Council Design Guide.

### Extra Care Housing/ Independent Living Housing

Extra care housing is comprised of self-contained homes with design features and support and care services available to enable self-care and independent living. Each household has its own front door. It is for people whose disabilities, frailty or health needs make ordinary housing unsuitable but who do not need or want to move to long term care (residential or nursing homes).

The level of parking provision on Extra Care Housing schemes will vary depending upon a range of factors, including:

- The spectrum of care being provided and the likely mobility and connectivity needs of resident, visitors and staff (including opportunities for social interaction);
- The availability, distance and ease of access of residents to key services/facilities on site, in the near vicinity and within the extra care facility itself – taking into account

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<sup>4</sup> <https://corporate.tfwm.org.uk/media/2713/2019-07-15-wm-guidance-wcovers.pdf>

and likely mobility issues;

- The availability and frequency of public transport to key services and facilities;
- Connectivity and standard of routes to local services and facilities; and
- Servicing requirements of the scheme.

For these reasons no specific parking standards are set out within this SPD. Instead, applicants are required to consider and address the above factors as part of a holistic approach towards ensuring the accessibility of schemes in order to maximise accessibility and connectivity, which may include necessary infrastructure upgrades.

When designing a parking solution for an Extra Care Housing Scheme applicants are required to justify the approach accordingly as part of any submitted planning application for consideration. This will need to include details of the proposed layout, parking standards for cars and cycles, disabled parking and servicing requirements and would likely be set out within the Transport Assessment or Transport Statement, as appropriate.

### **Houses in Multiple Occupation (HMOs) and shared housing**

In Zones B and C provision of 0.5 parking spaces per bedroom is recommended for HMOs and shared housing. This level of provision acknowledges that HMOs and shared housing tend to attract occupiers with lower-than-average levels of car ownership compared to the general population.

If sufficient parking cannot be provided off street, the following criteria must be met to justify use of on-street parking provision:

- The street/road must not be on an existing bus route.
- There must be no objections to provision of on-street parking from statutory consultees, including the emergency services.
- The developer must demonstrate through parking surveys, accumulation estimation, etc, that use of on-street parking will not lead to demand exceeding supply of on-street parking.
- Peak hour two-way traffic flow on road/street should not exceed 500 veh/hr.

Tandem off-street parking bays are not acceptable for HMOs and shared housing as they are difficult to manage for occupants who are not related to each other.

The provision of off-street parking through the replacement of traditional front gardens with open hard standing and the removal of front and side boundary walls will be resisted. Removal of these elements can negatively impact on existing character of the street and, in some cases, exacerbate localised flooding.

Committed sums for parking control or other measures to mitigate the effect of parking demand generated (such as contributions towards Car Club provision) will be considered for developments that do not satisfy requirements.

New HMO and shared housing developments in zone A should only provide parking for disabled residents and visitors/drop-off. As per Controlled Parking principle 6 (page 16) in this document, new HMO and shared housing developments in zone A will be excluded from

residents' parking schemes; residents or tenants will not be eligible for on-street parking permits to safeguard parking availability for existing residents and encourage a low car approach to such developments.

### **Student Accommodation**

Student accommodation proposals in Zone A should not include car parking except for some visitor and drop off/pick up provision and disabled parking for residents. Where car parking is proposed clear need for provision must be demonstrated. This will be limited to maximum of up to 10% of the number of bed spaces.

In Zone B, 1 space per 10 bed spaces will be permitted where clear need can be demonstrated. In Zone C, provision for 1 space per 3 bed spaces is permitted based on clearly demonstrated need.

'Clear need' is likely to relate to students who have a specific travel need related to their course – e.g. travel to placements, which cannot easily be accommodated by public transport.

Accommodation providers should also strongly discourage students from bringing their cars to the city for the duration of their academic studies through code of conduct agreements and travel plans and/ or parking management plans.

### **Mixed Use Developments**

Where development includes both residential and other uses, consideration should be given to how parking spaces can be shared between uses, particularly where the non-residential use is more likely to attract the need for parking during the day. A parking management plan may be required to demonstrate how these shared spaces will be managed.

## **Non-Residential Developments**

All non-residential car parking standards in Zones A and B are expressed as maximums. For Zone C non-residential developments, car parking standards are given as a typical parking level.

In Zone A only disabled user car parking will be expected to be provided. There will be a preference for car free development unless there is a demonstration of clear need for car parking provision. The maximum provision would be for up to 10% of expected staff and customer/visitor capacity for the development.

### **Use Class E**

Recent changes to the Town and Country (Use Class) Order 1987 consolidates the former uses Classes A1, A2, A3, B1 and elements D1 and D2 into a single use Class E.

Where it can be identified through a planning application/ prior approval how the proposed development will be used e.g. shop, day nursery, restaurant – the most relevant parking standards in Appendix A will be applied to determine the appropriate level of parking provision.

Where an 'unspecified' E class use is proposed and it is not possible to determine from a planning application/ prior approval how the development will be used within the E class, the appropriate level of parking will be determined on a case by case basis according to the merits of the application and the site context.

### **Places of Worship**

Places of worship can generate a high level of short-term demand. Some places of worship will draw users from a very local area and generate only limited car-based demand. Others may have a much more substantial hinterland leading to a greater volume and car mode share.

Parking maximums will apply in zones A and B to places of worship for any on-plot provision. Applicants must demonstrate adequate parking capacity is available at the typical times of worship within an 800 metre walk distance of the place of worship for the expected car-based demand. Appropriate travel planning mechanisms should be in place to reduce demand for car travel wherever possible.

Applicants will be required to undertake surveys to an agreed specification and produce evidence to satisfy this requirement. Where adequate parking capacity is demonstrably unavailable locally, maximum parking standards for on-plot provision may be reviewed. This would be with an expectation that more extensive parking provision can be used by the wider community to make efficient use of space.

## Other Requirements

A number of land uses are subject to other parking provision requirements. These consist of operational, servicing and specific service user needs to ensure parking provision is suitable for planned use.

### Operational Parking

Operational parking is specifically identified as that required for the purposes of the site to conduct the business or service operated. This may be space for:

- Vehicles that are used by staff to perform the task (cars used by estate agents to visit properties or those used by restaurants to deliver takeaway food).
- Servicing and goods vehicles. Appropriate off-street parking, loading/ unloading, waiting and turning areas should be provided for HGV's to prevent obstructions to the highway causing delays and road safety issues. For developments generating high levels of freight movement, consideration must be given towards safe overnight lorry parking and rest facilities.
- Storage of vehicles that are being serviced or repaired (such as at a garage/vehicle repair/ MOT centre). Adequate on-site provision for vehicles is required (minimum of 4 spaces per working bay)

Operational parking excludes parking for patrons, visitors or service users. Furthermore, operational parking is not parking provided for employees unless the vehicle is substantively used by that employee in the course of their day-to-day business. While Appendix A sets out broad guidelines, the provision of operational parking will also be considered on a case by case basis.

It will be necessary to demonstrate in an application and through Transport Statements / Transport Assessments how goods vehicles will be managed as part of the proposed development, particularly in areas where the presence of HGV's has the potential to cause traffic management and road safety issues.

### Drop-Off and Loading Areas

Parking for bus/coach drop off/ pick up will be considered appropriate and necessary for some land uses, notably leisure and education. General guidelines are set out in Appendix A but this will be unique to each site and considered on a case by case basis.

Developments may be required to provide a larger parking bay close to the entrance for use by special needs transport. This is considered good practice to improve the safety and convenience of those using coach or bus to reach the development. Some land uses may be required to make provision for family parking which accommodates those with pushchairs or who require proximity due to childcare or pregnancy/maternity needs.



## A mobility hub approach

Evidence of best practice regarding transport provision for new developments shows that a mobility hub approach can prove successful in promoting sustainable transport and reducing car dependency. Particularly for large developments, developers are encouraged to consider co-locating mobility options to ensure that occupants, visitors and residents have the best access to a variety of travel modes. Mobility hubs have three key characteristics:

- Co-location of public and shared mobility modes
- The (re)design of space to reduce private car space and improve the surrounding public realm
- A pillar or sign which identifies the space as a mobility hub which is part of a wider network and ideally provides digital travel information.

Components of a mobility hub could include:

- **Shared transport** – eScooters, cargo bicycles, West Midlands Cycle Hire, bike loans, Car Clubs.
- **Public transport interchanges** – bus and metro stops, taxi ranks, train and coach stations.
- **Active travel support** – wayfinding maps, bike hangars, tool stations, public transport timetables
- **Public space** – shelter, seating, micro-parks.
- **Commerce** – micro food and retail, parcel lockers.

Further useful information on Mobility Hubs is available from Como.org.uk here:  
<https://como.org.uk/wp-content/uploads/2019/10/Mobility-Hub-Guide-241019-final.pdf>

## Developer Contributions

In appropriate cases, the City Council will also seek contributions from new developments through S106 agreements or Community Infrastructure Levy.

Infrastructure resulting from these contributions should be provided in a timely manner, to meet the first occupation of a site in order to influence travel behaviour from the earliest opportunity.

## APPENDIX A

### Parking Standards Tables

#### E CLASS LAND USES

Land Use	Parking Type	Zone A	Zone B	Zone C
E(a) Shops (Convenience/ Food Retail) Up to 1000m²	Car parking	Disabled user car parking only	1 space per 28 m²	1 space per 14m²
	Bicycle Spaces	Staff: 1 space per 10 staff (long stay) Customer: 1 space per 125m² (short stay) Minimum of 2 spaces		
	Disabled Parking	6% of staff and customer/visitor capacity	6% of total car parking capacity or 1 space, whichever is greater.	
	Motorcycle spaces	Minimum of 1 space		
	Electric Vehicle Charging	Over 10 parking bays: Min 1 EVCP Plus EVCP or passive provision for every 1 in 5 bays 5% EVCP (min 1) to be accessible to disabled drivers		
	Other requirements	Over 250m², identification of adequate loading space for size of operation		
E(a) Shops (Convenience/ Food Retail) Over 1000m²	Car parking	Disabled user car parking only	1 space per 20 m²	1 space per 18m²
	Bicycle Spaces	Staff: 1 space per 10 staff (long stay) Customer: 1 space per 250m² (short stay) Minimum of 2 spaces Showers and changing facilities as per detail on page 28		
	Disabled Parking	6% of staff and customer/visitor capacity	6% of total car parking capacity or 1 space, whichever is greater. Over 200 bays: 4% of total car parking capacity or 12 spaces, whichever is greater.	
	Motorcycle spaces	Minimum 1 space or 2% of the total predicted staff and visitors/customers capacity, whichever is greater.		
	Electric Vehicle Charging	Over 10 parking bays: Min 1 EVCP Plus EVCP or passive provision for every 1 in 5 bays 5% EVCP (min 1) to be accessible to disabled drivers		
	Other requirements	Larger parking bay for Ring and Ride and special needs transport close to entrance. Family/maternity Parking spaces close to entrance. Appropriate loading and servicing bays with associated off-street manoeuvring space.		

E(a) Shops (Comparison/ Non-Food Retail)	Car parking	Disabled user car parking only	1 space per 40 m <sup>2</sup>	1 space per 30m <sup>2</sup>
	Bicycle Spaces	Staff: 1 space per 10 staff (long stay) Customer: 1 space per 250m <sup>2</sup> (short stay) Minimum of 2 spaces Showers and changing facilities as per detail on page 28		
	Disabled Parking	6% of staff and customer/visitor capacity	6% of total car parking capacity or 1 space, whichever is greater. Over 200 bays: 4% of total car parking capacity or 12 spaces, whichever is greater.	
	Motorcycle spaces	Minimum 1 space or 2% of the total predicted staff and visitors/customers capacity, whichever is greater.		
	Electric Vehicle Charging	Over 10 parking bays: Min 1 EVCP Plus EVCP or passive provision for every 1 in 5 bays 5% EVCP (min 1) to be accessible to disabled drivers		
	Other requirements	Appropriate loading and servicing bays with associated off-street manoeuvring space.		

Land Use	Parking Type	Zone A	Zone B	Zone C
<b>E (c) (i) (ii) (iii) Financial and Professional services</b> (Banks, Estate Agents, Building Societies)	<b>Car parking</b>	Disabled user car parking only	1 space per 60m²	1 space per 30m²
	<b>Bicycle Spaces</b>	<b>Staff:</b> 1 space per 10 staff (long stay) <b>Customer:</b> 1 space per 150m² (short stay) Minimum of 2 spaces Showers and changing facilities as per detail on page 28		
	<b>Disabled Parking</b>	6% of staff and customer/visitor capacity	6% of total car parking capacity, or 1 space, whichever is greater.	
	<b>Motorcycle spaces</b>	Minimum 1 space or 2% of the total predicted staff and visitors/customers capacity, whichever is greater.		
	<b>Electric Vehicle Charging</b>	Over 10 parking bays: Min 1 EVCP Plus EVCP or passive provision for every 1 in 5 bays 5% EVCP (min 1) to be accessible to disabled drivers		
<b>E(b) Food and Drink</b> (Restaurants, Cafes, snack bars)	<b>Car parking</b>	Disabled user car parking only	1 space per 20 m² of public floor space	1 space per 10m² of public floor space
<b>Sui Generis Drinking</b>	<b>Bicycle Spaces</b>	<b>Staff:</b> 1 space per 10 staff (long stay) <b>Customer:</b> 1 space per 200m² (short stay) Minimum of 2 spaces Showers and changing facilities as per detail on page 28		

Establishments/ Public Houses	Disabled Parking	6% of staff and customer/visitor capacity	6% of total car parking capacity or 1 space, whichever is greater. Over 200 bays: 4% of total car parking capacity or 12 spaces, whichever is greater.	
	Motorcycle spaces	Minimum 1 space or 2% of the total predicted staff and visitors/customers capacity, whichever is greater.		
	Electric Vehicle Charging	Over 10 parking bays: Min 1 EVCP Plus EVCP or passive provision for every 1 in 5 bays 5% EVCP (min 1) to be accessible to disabled drivers		
	Other requirements	Adequate provision for delivery and servicing vehicles		
Sui Generis Hot Food Takeaways	Car parking	Disabled user car parking only	1 space per 35m <sup>2</sup> of public floorspace	1 space per 20m <sup>2</sup> of public floorspace
	Bicycle Spaces	Staff: 1 space per 10 staff (long stay) Customer: 1 space per 200m <sup>2</sup> (short stay) Minimum of 2 spaces Showers and changing facilities as per detail on page 28		
	Disabled Parking	6% of staff and customer/visitor capacity	6% of total car parking capacity or 1 space, whichever is greater.	
	Motorcycle spaces	Minimum 1 space or 2% of the total predicted staff and visitors/customers capacity, whichever is greater.		
	Electric Vehicle Charging	Over 10 parking bays: Min 1 EVCP Plus EVCP or passive provision for every 1 in 5 bays 5% EVCP (min 1) to be accessible to disabled drivers		
	Other requirements	Appropriate provision for delivery and servicing vehicles		

Land Use	Parking Type	Zone A	Zone B	Zone C
E(g) (i)Office (ii) Research and Development	Car parking	Disabled user car parking only	1 space per 60m²	1 space per 40m²
	Electric Vehicle Charging	10% (minimum 1) of disabled user bays to be EVCP	Over 10 parking bays: Min 1 EVCP Plus EVCP or passive provision for every 1 in 5 bays. 5% EVCP (min 1) to be accessible to disabled drivers	
	Bicycle Spaces	Staff: 1 space per 10 staff (long stay) Visitor: 1 space per 400m² (short stay) Minimum of 2 spaces Showers and changing facilities as per detail on page 28		
	Disabled User Parking	6% of staff and customer/visitor capacity	6% of total car parking capacity or 1 space, whichever is greater. Over 200 bays: 4% of total car parking capacity or 12 spaces, whichever is greater.	
	Motorcycle spaces	Minimum 1 space or 2% of the total predicted staff and visitors/customers capacity, whichever is greater.		
	Other requirements	Appropriate provision for servicing and delivery vehicles.		
E(g) (iii) Industrial processes	Car parking	Disabled user car parking only	1 space per 120 m2	1 space per 60 m2
	Electric Vehicle Charging	10% (minimum 1) of disabled user bays to be EVCP	Over 10 parking bays: Min 1 EVCP Plus EVCP or passive provision for every 1 in 5 bays. 5% EVCP (min 1) to be accessible to disabled drivers	
	Bicycle Spaces	Staff: 1 space per 10 staff (long stay) Visitor: 1 space per 400m² (short stay) Minimum of 2 spaces Showers and changing facilities as per detail on page 28		
	Disabled User Parking	6% of staff and customer/visitor capacity	6% of total car parking capacity or 1 space, whichever is greater.  Over 200 bays: 4% of total car parking capacity or 12 spaces,	

			whichever is greater.	
	Motorcycle spaces	Minimum 1 space or 2% of the total predicted staff and visitors/customers capacity, whichever is greater.		
	Other requirements	Appropriate provision for servicing and delivery vehicles.		
B2 General Industry and Warehousing	Car parking	Disabled user car parking only	1 space per 120m²	1 space per 60m²
	Electric Vehicle Charging	10% (minimum 1) of disabled user bays to be EVCP	Over 10 parking bays: Min 1 EVCP plus EVCP or passive provision for every 1 in 5 bays. 5% EVCP (min 1) to be accessible to disabled drivers	
	Bicycle Spaces	Staff: 1 space per 10 staff (long stay) Visitor: 1 space per 400m² (short stay) Minimum of 2 spaces Showers and changing facilities as per detail on page 28		
	Disabled User Parking	6% of staff and customer/visitor capacity	6% of total car parking capacity or 1 space, whichever is greater. Over 200 bays: 4% of total car parking capacity or 12 spaces, whichever is greater.	
	Motorcycle spaces	Minimum 1 space or 2% of the total predicted staff and visitors/customers capacity, whichever is greater.		
	Other Requirements	Appropriate provision for HGVs/ Lorries/ Freight, including rest/overnight parking facilities where necessary.		

Land Use	Parking Type	Zone A	Zone B	Zone C
B8 Storage and Distribution	Car parking	Disabled user car parking only	1 space per 150m <sup>2</sup>	1 space per 60m <sup>2</sup>
	Electric Vehicle Charging	10% (minimum 1) of disabled user bays to be EVCP	Over 10 parking bays: Min 1 EVCP plus EVCP or passive provision for every 1 in 5 bays. 5% EVCP (min 1) to be accessible to disabled drivers	
	Bicycle Spaces	1 space per 10 staff Minimum of 2 spaces Showers and changing facilities as per detail on page 28		
	Disabled User Parking	6% of staff and customer/visitor capacity	6% of total car parking capacity or 1 space, whichever is greater.  Over 200 bays: 4% of total car parking capacity or 12 spaces, whichever is greater.	
	Motorcycle spaces	Minimum 1 space or 2% of the total predicted staff and visitors/customers capacity, whichever is greater.		
	Other Requirements	Appropriate provision for HGVs/ Lorries/ Freight, including overnight parking facilities where necessary.		

## C CLASS LAND USES

Land Use	Parking Type	Zone A	Zone B	Zone C
C1 Hotels Hotels, boarding and guest houses	Car parking	Disabled user car parking only	Under 50 bed spaces: 1 per 4 beds Over 50 bed spaces: 1 per 6 beds	Under 50 bed spaces: 1 per 2 beds Over 50 bed spaces: 1 per 3 beds
	Electric Vehicle Charging	Over 10 parking bays: Min 1 EVCP Plus EVCP or passive provision for every 1 in 5 bays 5% EVCP (min 1) to be accessible to disabled drivers.		
	Bicycle Spaces	Customers: 1 space per 10 bed spaces (long stay) Staff: 1 space per 10 staff Minimum of 2 spaces Showers and changing facilities as per detail on page 28		
	Disabled Parking	6% of staff and customer/visitor capacity	Plus 6% of total car parking capacity or 1 space, whichever is greater. Over 200 bays: 4% of total car parking capacity or 12 spaces, whichever is greater.	
	Motorcycle spaces	Minimum 1 space or 2% of the total predicted staff and visitors/customers capacity, whichever is greater.		
	Other requirements	Must consider viability of TFWM cycle hire provision. Larger parking bay for special needs transport close to entrance. Adequate provision for delivery and servicing vehicles Adequate taxi pick up and drop off. Over 50 bed spaces: min 1 coach drop-off.		
C2 Residential Institutions - Residential Care homes, Nursing homes	Car parking	1 per 2 staff	1 per 2 staff Visitors – 1 space per 8 residents	
	Electric Vehicle Charging	Over 10 parking bays: Min 1 EVCP Plus EVCP or passive provision for every 1 in 5 bays. 5% EVCP (min 1) to be accessible to disabled drivers.		
	Bicycle Spaces	Staff: 1 per 10 staff (long stay) Visitor: 1 per 10 bed spaces (short stay) Minimum of 2 spaces Showers and changing facilities as per detail on page 28		



	<b>Disabled Parking</b>	6% of staff and customer/visitor capacity	6% of total car parking capacity or 1 space, whichever is greater. Over 200 bays: 4% of total car parking capacity or 12 spaces, whichever is greater.
	<b>Motorcycle spaces</b>	Minimum 1 space or 2% of the total predicted staff and visitor capacity, whichever is greater.	
	<b>Other requirements</b>	Adequate provision for delivery and servicing vehicles	

C2 Hospitals, C2A Secure Residential Institutions, independent living housing, and extra care housing will be determined on a case by case basis and assessed on its own merits. For independent living/ extra care housing see pages 36-37 for guidance.

Land Use	Parking Type	Zone A	Zone B	Zone C
<b>C3 Dwelling Houses</b>	<b>Car parking spaces per dwelling</b>	Disabled Parking only  (or 1 space per 10 residential units where clear need can be demonstrated)	1 bed and 2 bed: 1 space per dwelling  Plus 1 unallocated space per 10 dwellings (on developments of 10+ dwellings)	1 bed and 2 bed: 1 space per dwelling  Plus 1 unallocated space per 10 dwellings (on developments of 10+ dwellings)
			3+ bed: 1.5 spaces per dwelling  Plus 1 unallocated space per 10 dwellings (on developments of 10+ dwellings)	3+ bed: 2 spaces per dwelling  Plus 1 unallocated space per 10 dwellings (on developments of 10+ dwellings)
	<b>Car Club</b>	5 to 50 units: 2 years membership to the nearest car club bay provider (1 per unit) upon occupation.  Between 51- 300 units: 1 car club bay per 50 units.	Between 100 – 300 units, 1 car club bay per 50 units. 1 car club bay per each subsequent 500 units.	Over 300 dwellings: 2 car club bays per 300 units.

		1 car club bay per each subsequent 500 units.		
	Electric Vehicle Charging	All car parking spaces to be active Electric Vehicle Charging Point (EVCP).	<b>Allocated parking:</b> 1 Active EVCP per dwelling with an associated parking space. <b>Unallocated parking off street:</b> 5 parking spaces or more: 20% active EVCP provision. Passive capacity for all spaces. <b>Unallocated parking on street:</b> Subject to EV Network Charging requirements.	
	Bicycle Spaces	<b>Housing:</b> One secure, covered cycle storage space per bedroom. <b>Flats/apartments:</b> 1 secure, covered cycle storage space per unit, plus 1 visitor space (short stay) per 10 units.		
	Disabled Parking	1 space per wheelchair accessible unit. <b>Wherever parking is non-curtilage:</b> 1 space or 5% of total units, whichever is greater.		
	Motorcycle spaces	<b>Flats/apartments:</b> 1 space per 20 units.		

Land Use	Parking Type	Zone A	Zone B	Zone C
<b>Sui Generis Purpose Built Student Accommodation</b>	<b>Car parking</b>	Disabled Parking only	1 space per 10 bedrooms where clear need for provision can be demonstrated, unallocated parking only	1 space per 3 bedrooms where clear need for provision can be demonstrated, unallocated parking only
	<b>Electric Vehicle Charging</b>	<b>Allocated parking:</b> 1 Active EVCP per dwelling <b>Unallocated parking off street:</b> Over 10 parking spaces: EVCP or passive provision for each space.		
	<b>Bicycle Spaces</b>	1 secure, covered cycle storage space per 3 bed spaces (long stay) plus 1 visitor space per 20 bed spaces (short stay)		
	<b>Disabled Parking</b>	1 space per wheelchair accessible unit. <b>Wherever parking is non-curtilage:</b> 1 space or 5% of total units, whichever is greater.		
	<b>Motorcycle spaces</b>	1 space per 20 bed spaces.		
	<b>Other requirements</b>	Sufficient space for drop off and pick up/ moving. Timed management arrangements for student moving		

<b>C4 Houses in Multiple Occupancy (HMO) And Sui Generis HMOs</b>		days. Adequate provision for delivery and servicing vehicles	
	<b>Car parking</b>	Disabled Parking only	0.5 unallocated spaces per bedroom generally sought. Alternative provision levels considered on a case by case basis.
	<b>Electric Vehicle Charging</b>	<b>Allocated parking:</b> 1 Active EVCP per dwelling <b>Unallocated parking off street:</b> Over 10 parking spaces: EVCP or passive provision for each space.	
	<b>Bicycle Spaces</b>	1 secure, covered cycle storage space per bedroom.	
	<b>Disabled Parking</b>	1 space per wheelchair accessible unit. <b>Wherever parking is non-curtilage:</b> 1 space or 5% of total units, whichever is greater.	

## D CLASS LAND USES

Land Use	Parking Type	Zone A	Zone B	Zone C
E Clinics and Health Centres	Car parking	4 spaces per consulting room and 1 per treatment room*	4 spaces per consulting room and 1 per treatment room*	4 spaces per consulting room and 1 per treatment room
	Electric Vehicle Charging	Over 10 parking bays: Min 1 EVCP Plus EVCP or passive provision for every 1 in 5 bays 5% EVCP (min 1) to be accessible to disabled drivers.		
	Bicycle Spaces	<b>Staff:</b> 1 space per 10 staff (long stay) <b>Visitor:</b> 1 space per 20 people expected to use the facility at any one time (short stay) Minimum of 2 spaces Showers and changing facilities as per detail on page 28		
	Disabled Parking	6% of staff and customer/visitor capacity	6% of total car parking capacity or 1 space, whichever is greater. Over 200 bays: 4% of total car parking capacity or 12 spaces, whichever is greater.	
	Motorcycle Spaces	Minimum 1 space or 2% of the total predicted staff and visitors/customers capacity, whichever is greater.		
	Other requirements	Larger parking bay(s) for special needs transport or ambulance close to entrance. Consideration of family parking needs. Adequate provision for delivery and servicing vehicles *Lower levels of parking would be supported if the nature of the clinic, or its connectivity mean that parking is not as necessary.		
E Crèches, Day Nurseries, Day Centres and Madrassahs	Car parking	Staff: 1 per 4 staff Visitors: 20% of staff parking	Staff: 1 per 2 staff Visitors: 20% of staff parking	Staff: 1 per 2 staff Visitors: 20% of staff parking
	Electric Vehicle Charging	Over 10 parking bays: Min 1 EVCP Plus EVCP or passive provision for every 1 in 5 bays 5% EVCP (min 1) to be accessible to disabled drivers.		
	Bicycle Spaces	<b>Staff:</b> 1 space per 10 staff <b>Visitor:</b> 1 space per 50 pupils Minimum of 2 spaces Showers and changing facilities as per detail on page 28		

	<b>Disabled Parking</b>	6% of staff and pupil capacity	6% of total car parking capacity or 1 space, whichever is greater. Over 200 bays: 4% of total car parking capacity or 12 spaces, whichever is greater.
	<b>Motorcycle Spaces</b>	Minimum 1 space or 2% of the total predicted staff and visitor's capacity, whichever is greater.	
	<b>Other requirements</b>	Demonstrable available short-term parking space within 100 metres for 1 car per 5 pupils. Provision should be made for buggy and scooter parking.	

Land Use	Parking Type	Zone A	Zone B	Zone C
<b>F.1 Educational Establishments</b> Primary, Infant and Junior Schools, Secondary and 6 <sup>th</sup> form Schools/Colleges	<b>Car parking</b>	Staff: 1 per 4 staff Visitors: 10% of staff parking	Staff: 1 per 2 staff Visitors: 10% of staff parking	Staff: 2 spaces per 3 staff (1:1.5) Visitors: 10% of staff parking
	<b>Electric Vehicle Charging</b>	Over 10 parking bays: Min 1 EVCP Plus EVCP or passive provision for every 1 in 5 bays 5% EVCP (min 1) to be accessible to disabled drivers.		
	<b>Bicycle Spaces</b>	<b>Staff:</b> 1 space per 10 staff <b>Visitors and Pupils:</b> 1 space per 10 pupils Minimum of 2 spaces Showers and changing facilities as per detail on page 28		
	<b>Disabled Parking</b>	6% of staff and pupil capacity	6% of total car parking capacity or 1 space, whichever is greater. Over 200 bays: 4% of total car parking capacity or 12 spaces, whichever is greater.	
	<b>Motorcycle Spaces</b>	Minimum 1 space or 2% of the total predicted staff and visitor capacity, whichever is greater.		
	<b>Other requirements</b>	Provision for SEN transport. <b>Primary:</b> Space for minimum 1 coach. Provision for scooter parking. <b>Secondary:</b> Space for min 2 coaches		
<b>F.1 Educational Establishments</b> Higher and further	<b>Car parking</b>	Disabled Parking only	Staff: 1 per 2 staff Visitors: 10% of staff parking	Staff: 1 per 2 staff Visitors: 10% of staff parking

education	<b>Electric Vehicle Charging</b>	Over 10 parking bays: Min 1 EVCP Plus EVCP or passive provision for every 1 in 5 bays 5% EVCP (min 1) to be accessible to disabled drivers.	
	<b>Bicycle Spaces</b>	<b>Staff:</b> 1 space per 10 staff <b>Visitors and Pupils:</b> 1 space per 10 pupils Minimum of 2 spaces Showers and changing facilities as per detail on page 28	
	<b>Disabled Parking</b>	6% of staff and pupil capacity	6% of total car parking capacity or 1 space, whichever is greater. Over 200 bays: 4% of total car parking capacity or 12 spaces, whichever is greater.
	<b>Motorcycle Spaces</b>	Minimum 1 space or 2% of the total predicted staff and visitor capacity, whichever is greater.	
	<b>Other requirements</b>	Space for 1 coach. Provision for SEN transport.	

Land Use	Parking Type	Zone A	Zone B	Zone C
F.1 Halls and Places of Worship	Car parking	Disabled Parking only	1 space per 15 m²	1 space per 10m²
	Electric Vehicle Charging	Over 10 parking bays: Min 1 EVCP Plus EVCP or passive provision for every 1 in 5 bays 5% EVCP (min 1) to be accessible to disabled drivers.		
	Bicycle Spaces	<b>Staff:</b> 1 space per 10 staff <b>Visitor:</b> 1 space per 20 people expected to use the facility at any one time (typical peak occupancy). Minimum 2 spaces Showers and changing facilities as per detail on page 28		
	Disabled Parking	6% of staff and pupil capacity	6% of total car parking capacity or 1 space, whichever is greater. Over 200 bays: 4% of total car parking capacity or 12 spaces, whichever is greater.	
	Motorcycle Spaces	Minimum 1 space or 2% of the total predicted staff and visitors/customers capacity, whichever is greater.		
	Other requirements	Provision for special needs transport, parking and loading within the site. Consideration of family parking needs.		
Sui Generis Assembly and	Car parking	Disabled Parking only	1 space per 10 seats	1 space per 5 seats

<b>Leisure</b> Cinemas, Bingo, Casinos, Conference Centre, Music and Concert Halls, Theatres	<b>Electric Vehicle Charging</b>	Over 10 parking bays: Min 1 EVCP Plus EVCP or passive provision for every 1 in 5 bays 5% EVCP (min 1) to be accessible to disabled drivers.		
	<b>Bicycle Spaces</b>	<b>Staff:</b> 1 space per 10 staff <b>Visitor:</b> 1 space per 20 people expected to use the facility at any one time (typical peak occupancy) Minimum of 2 spaces Showers and changing facilities as per detail on page 28		
	<b>Disabled Parking</b>	6% of staff and pupil capacity	6% of total car parking capacity or 1 space, whichever is greater. Over 200 bays: 4% of total car parking capacity or 12 spaces, whichever is greater.	
	<b>Motorcycle Spaces</b>	Minimum 1 space or 2% of the total predicted staff and visitors/customers capacity, whichever is greater.		
	<b>Other requirements</b>	Where appropriate, adequate provision for coach drop off and HGV loading bays provided. Must consider viability of TFWM cycle hire provision.		
<b>F.2 Swimming Pools, Leisure centres, Gyms and Sports Centres</b>	<b>Car parking (maximum)</b>	Disabled user parking only	1 space per 35m <sup>2</sup>	1 space per 25m <sup>2</sup>
	<b>Electric Vehicle Charging</b>	Over 10 parking bays: Min 1 EVCP Plus EVCP or passive provision for every 1 in 5 bays 5% EVCP (min 1) to be accessible to disabled drivers.		
	<b>Bicycle Spaces</b>	<b>Staff:</b> 1 space per 10 staff <b>Visitor:</b> 1 space per 15 people expected to use the facility at any one time (typical peak occupancy) Minimum of 2 spaces Showers and changing facilities as per detail on page 28		
	<b>Disabled Parking (minimum)</b>	1 space per disabled employee, where known. Plus 3 spaces or 6% of total capacity, whichever is greater Over 200 parking bays: 12 bays plus 4% of total capacity		
	<b>Motorcycle Spaces</b>	Minimum 1 space or 2% of the total predicted staff and visitors/customers capacity, whichever is greater.		
	<b>Other requirements</b>	Adequate provision for coach drop off. Adequate provision for delivery and servicing vehicles. Consideration of family parking needs.		

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