



Birmingham Parking Supplementary Planning Document

Consultation Draft

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Foreword

We are pleased to present this Draft Parking Supplementary Planning Document for consultation. This document will help deliver the objectives of the Birmingham Development Plan in creating a sustainable, inclusive and connected city and the Big Moves set out in the emerging 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 business, 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. 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 recently declared a climate emergency with the aim of becoming carbon neutral by 2030 – and a key part of this work will involve tackling the main causes of climate change in our city.

We are also working to clean up our city's air, including the introduction of the Clean Air Zone in 2020 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 and significant investment to deliver an integrated public transport system, and environments conducive to walking and cycling fit for a global city and to 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. But we acknowledge 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. We look forward to receiving your views on the draft SPD.

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Leader

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Cabinet Member for Transport and Environment

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Birmingham City Council



Introduction

A bold approach to parking in Birmingham will be set out as a Big Move in the forthcoming 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 creation of a city centre 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 Plan¹, 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 Birmingham's transport strategy. 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.



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)² and elements of the Birmingham Parking Policy (2010)³. It provides revised parking standards for all new developments in the city to reflect the National Planning Policy Framework⁴.

Once adopted the SPD will form part of the Council's planning framework and act as a material consideration in the determination of planning applications. This SPD adds detail to policies in the Birmingham Development Plan and is aligned to the emerging Development Management in Birmingham Preferred Options Document (January 2019)⁵.

The emerging Birmingham Design Guide will cover the 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.



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

The National Planning Policy Framework (NPPF)⁴ 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 aligns with the Birmingham Development

Plan (BDP)¹ which promotes transition to sustainable modes of transport with high quality transport links to support sustainable growth.

The emerging Development Management in Birmingham Preferred Options Document (January 2019)⁵ requires parking and servicing to contribute to the delivery of an efficient, comprehensive and sustainable transport system. Reference is made in the policy to the preparation of a Parking SPD and the preparation of the Birmingham Design Guide, which will provide detailed design guidance in relation to parking.

Local and regional transport strategies 'Birmingham Connected'⁶ and 'Movement for Growth'⁷ both acknowledge the role of parking policy 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, including the forthcoming Birmingham Transport Plan, 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 Birmingham Connected and the forthcoming Birmingham Transport Plan have 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 focussed policies 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 (NO₂) 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 NO₂. A Birmingham City Centre Clean Air Zone⁸ will therefore be introduced in 2020.

In July 2019 Birmingham City Council declared a climate emergency⁹. The Council's Cabinet have agreed to make tackling climate change one of

the authority's six main priorities and have formed a cross-party and multi-agency taskforce to support the goal of a carbon neutral city by 2030. 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 comprising 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 will 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.
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Table 1: Parking Considerations

Road User	Vehicle Type
• Disabled user parking (residential) • Disabled user parking (non-residential) • Resident parking • Essential worker in the delivery of public service • Registered carers • Doctor parking • Local business essential parking/service need • Short stay shopper/visitor parking • Long stay shopper/visitor parking • Long stay commuter parking	• Emergency vehicle • Bicycle • Bus/coach • Public service vehicle • Shared/pool car (Car Club) • Delivery vehicle/lorries and vans • Electric Vehicle • Taxi/ private hire vehicle • Powered two wheelers • Conventional private car

Parking Strategy



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

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. 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.

Figure 1 Birmingham City Centre



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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 no-fee 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 user 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 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 clear gap in provision.
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 portal¹¹) 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 the high-density development in the centre of Birmingham within the Big City Plan¹⁰, 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 to premium on-street locations. 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.

Poor air quality is a major health concern at both local and national level. The whole of Birmingham is designated as an Air Quality Management Area (AQMA) for nitrogen dioxide (NO2) and the Council maintains an Air Quality Action Plan (AQAP)¹² to direct compliance with national objectives. In order to deliver compliance, Government has determined the need for Birmingham to introduce a Clean Air Zone (CAZ) to control road transport related emissions particularly NO2. Therefore a CAZ will be introduced in 2020 and this strategy supports the objectives of the CAZ.

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 for 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.



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.



Figure 2 Edge of Birmingham City Centre

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 publically 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.

Introduction

Outside the city centre there are numerous urban centres and 10 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. Some local centres have been identified as Green Travel Districts¹³, with much scope to reduce the number of journeys by car to and within these locations. They also 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.

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 forthcoming Urban Centres Framework¹⁴, 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.

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, but 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 publically 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 user parking provision in easily accessible locations, with improved provision of rest and shelter opportunities in public areas.

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.
- Ensure provision of accessible and secure cycle parking to help transform the experience of cycling in the city.



Parking Supplementary Planning Document / Urban Centres and Growth 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.

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. Minimum parking standards for housing will also be applied in lower accessibility areas to ensure that lack of provision

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.

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.
- Ensure an appropriate level of parking to meet the needs of residents and visitors.



Parking Standards

Introduction

This document sets out parking standards for all new developments in the city. These set a policy position on the level of provision Birmingham City Council will seek for cycle parking, disabled user parking, electric vehicle charging and other servicing requirements as well as vehicle parking. Levels of provision are set out for developments in different locations and with different land uses.

Why we have taken this approach

Birmingham will continue to apply maximum parking standards to all car parking in the city for all land uses as there is a clear and compelling need to reduce travel by private car.

In addition, minimum parking standards for car parking will be applied to some residential developments in the form of unallocated parking. In those areas where there are no existing or proposed on-street controls, application of parking constraints is likely to result in parking overspill. This can cause loss of amenity and adverse impact on the local community.

Provision of parking for people with a disability is set as a minimum expectation. All other standards for provision such as cycle and motorcycle parking, and parking and infrastructure for car clubs and Ultra Low Emission Vehicles

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 contained within Appendix A of this SPD for new residential development.

(ULEV) or Electric Vehicle (EV) charging are set as an expected level of provision. This is an active policy approach to support the uptake and adoption of these travel choices by the people of Birmingham.

In July 2019 the Department for Transport opened public consultations on Electric Vehicle (EV) chargepoints in residential and non-residential buildings¹⁵ and EV smart charging¹⁶. These set out proposals for regulations regarding EV charging provision in both new and existing buildings, as well as

proposals to ensure that all chargepoints sold or installed have smart charging functionality. Whilst these proposals are not yet legislation, the standards set out in this SPD ensure that future developments will align to, or exceed (where appropriate) these current government expectations.

It should also be noted that the government proposes a requirement of at least one chargepoint in existing non-residential buildings with more than 20 car parking spaces, applicable from 2025.



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.

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

Controlled Parking

1. The Council will implement parking control schemes, including 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 at the discretion of the Council 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.

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; on Parking controls will also support the parking standards within this SPD. In areas where parking supply is limited, controls will 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

Controlled On-Street Parking (including Residents Parking schemes)

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.
- 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.

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.



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 the city. 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. Its successful introduction is dependent upon ensuring price competitiveness and operational efficiency when

compared to alternative forms of travel, particularly private car use. Wider parking control is also required in some areas around Park and Ride sites to prevent overspill from customers wishing to avoid car park charges.

Park and Ride

1. The Council will support the production and implementation of a Park and Ride Strategy for the West Midlands, to be led by Transport for the West Midlands.
2. Parking Control measures funded by the Park and Ride operator will be used in the areas around Park and Ride sites to limit any detrimental impacts of parking overspill.



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 sets out the city's approach to parking management on roads near schools

Car Free School Streets, or School (Traffic) Exclusion Zones¹⁷, restrict vehicles from driving in, out or through an area close to the school

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 (for pre-school and primary schools) parking will be encouraged. This should be supported by a travel plan through the Modeshift Stars¹⁸ process.



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 council is piloting these schemes as part of the 2019/2020 Safer Routes to School programme.

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.

Many people with a disability 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, 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 disabled parking bays. The council aims to mitigate the impact of this as much as possible and will consult Access Birmingham and other relevant groups 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.

Parking for disabled people

1. Wherever possible, the Council will seek to protect the overall levels of disabled 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 parking for disabled people face constructive consultation with appropriate disability action groups and the access forum.





Parking Standards

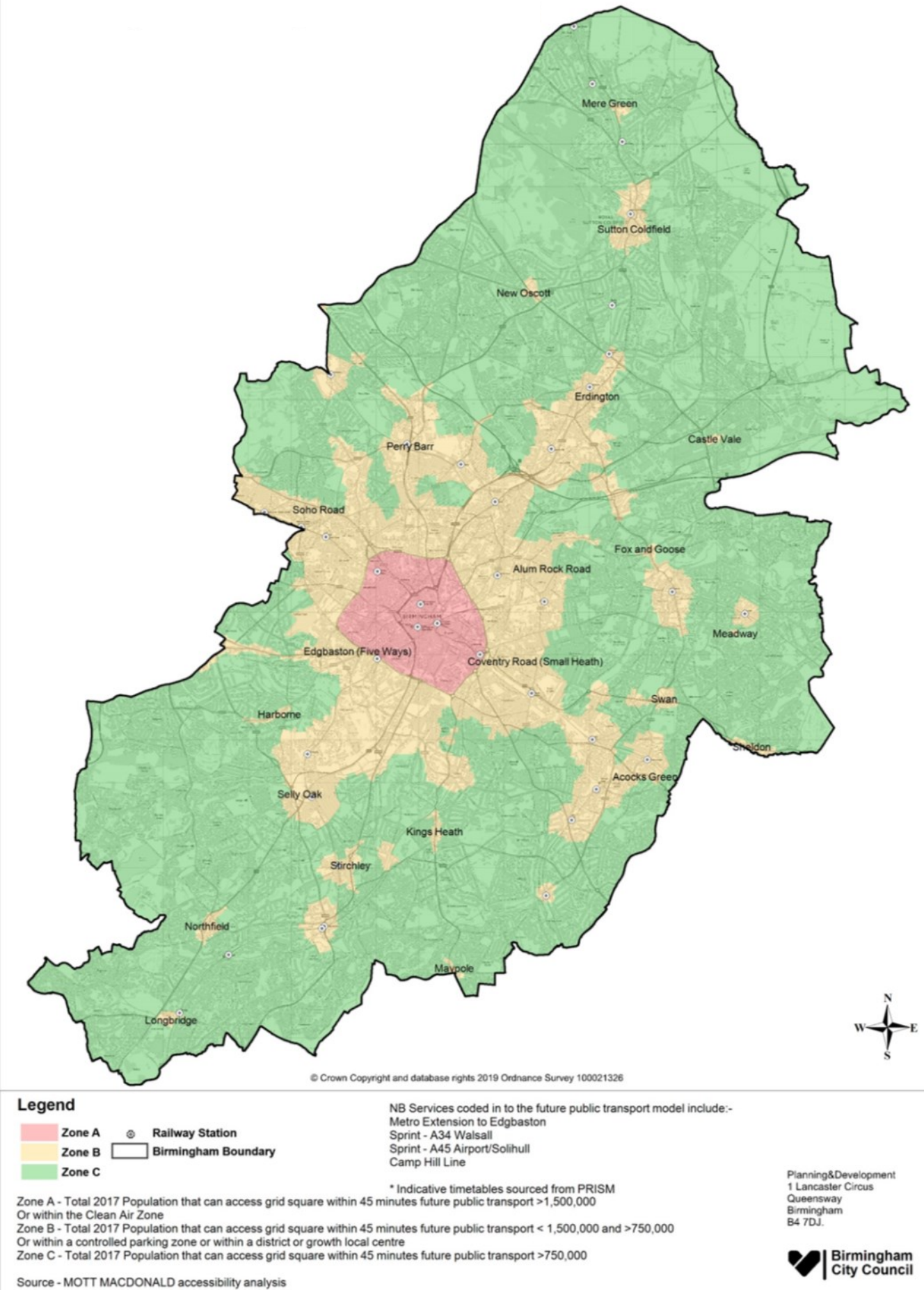
Birmingham has applied different parking standards over three zones since 2012. The zoning process has now been re-defined to reflect a wider and more nuanced set of characteristics impacting on the approach and level of standards to be applied. Three zones have been identified using public transport accessibility mapping, car ownership levels, opportunities for future public transport, and the presence of parking restrictions/ traffic regulation orders.

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

Table 2: Parking Standards Zone Characteristics

Zone	Zone Characteristics	Parking Provision Characteristics
A	• Very high or high public transport accessibility • All locations within the Clean Air Zone • High population density • Well served by cycle and walking facilities • Primarily retail and commercial with high density residential • Comprehensive on-street parking restrictions.	• Car free development • High provision for cycling, Car Clubs, ULEV (and bike hire where appropriate). • Adequate servicing and operational provision.
B	• High public transport accessibility • High to medium population density • Well served by cycle and walking facilities • Includes the most accessible urban centres and growth areas	• Restricted maximum parking levels for all land uses, particularly non-residential. • High provision for cycling, Car Clubs, ULEV. • If not in place already, these locations will be prioritised for on-street parking controls in the future.
C	• Medium to low public transport accessibility • Medium to low population density • Predominantly residential	• More generous car parking maximums and minimum unallocated requirements for residential developments. • Good provision for cycling and ULEV (and Car Clubs where market demand allows).

Figure 3 Birmingham Parking Standards Zones



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

- These standards apply to all planning applications and prior approvals/notifications.
- Unless otherwise specified, calculated car parking maximums are to be rounded up to the next whole number. All other parking standards can may be rounded down to the next whole number once calculated.
- For mixed use developments, the parking standards will be applied for each different use. Facilities which provide for multiple uses in an efficient way are encouraged – and may reduce overall provision, at the discretion of planning officers.
- Where the footprint of a development falls into more than one zone, applicants should apply the zone with the most generous provision in which any part of the footprint of the development exists. For minimum standards, applicants should apply the zone with the lowest requirement. i.e. a development falling in both zone B and zone C would need to apply the standards for zone C.



Parking Standards for Disabled People

Birmingham has applied a higher rate 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 Scheme¹⁹.

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

Bays for drivers with disabilities 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 manoeuvring 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 end²⁰. 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.

Parking spaces for people with disabilities 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 residences, but a pool of disabled parking bays should be available at each site for use by any Blue Badge -holding residents.



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. For employment sites, provision of other cycling facilities should also be made, such as lockers, showers, and changing rooms.

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 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.

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.

Design specifications and dimensions for cycle parking are set out the TFWM Cycle Design Guide²¹ and the emerging Design Guide SPD. The default type of cycle stand is the 'Sheffield' style stand. When correctly sited, one stand provides the required minimum of two cycle spaces.

Birmingham City Council will consider commuted sums 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.

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.

Birmingham Cycle Hire

To support the provision of cycle hire locations for the forthcoming Transport for West Midlands Cycle Hire provider²² and facilitate easy access to the cycle hire scheme for visitors to the city, there will be specific cycle hire requirements that will apply to leisure centres, stadiums, cinemas and sports facilities. This will also apply to new hotels, boarding or guest houses above a threshold number of guest rooms. Other commercial sites in key locations/destinations may be required to consider the viability of cycle hire stand provision.

Standards for Electric and Low Emission Vehicles

All new developments must, as a minimum, meet the draft Department for Transport technical guidance requirements for Electric Vehicle (EV) charging²³ (see appendix A), or subsequent legislation as agreed following public consultation on the proposals.

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.

DfT Draft technical guidance states that 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.

Where the Council's requirements for standard charging points are greater than the DfT draft technical guidance standards, these may potentially be reduced by the Council if charging points are upgraded to a 'rapid charge'. This will be subject to discussions with Planning and Transportation officers at Birmingham City Council. A management plan will be required to ensure that rapid charging spaces are available to a large number of users. The plan may include an enforced stay limit to ensure high turnover and low dwell times.

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:

- 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](#) ²⁴

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 provider²⁵ 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.

Developers that are required to provide car club parking but can evidence that at least four accredited car club operators, that includes the City's main provider, have all declined to provide any cars for the site, due to adequate provision already in the area or poor

potential viability, will be able to waive this requirement. They will instead be subject to commuted sums to support existing car club provision. Outside central areas, the policy recognises 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 week days, and residential usage at evenings and weekends.



Standards for Car Parking

Residential Developments

Maximums and Minimums

All residential developments 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 thus exert some pressure on uncontrolled car ownership where appropriate.

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 1 space per 10 residential units.

In Zone C a minimum level of parking provision is also required. This minimum requirement is to reduce the level of overspill that any site may generate.

Minimum Unallocated Parking Standards

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. 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.

From a strategic perspective, retention of a significant parking provision on-street or in unallocated spaces means that there is some flexibility in the future for space to be re-

purposed should the needs of the community change.

Providing minimum unallocated parking for developments on a footprint suitable for only one or two dwellings may be problematic and not conducive to good design. For such developments below a threshold size the minimum parking requirement must be provided, but it may be unallocated or allocated.

The forthcoming Birmingham Design Guide SPD will support



delivery of schemes with a significant provision of unallocated parking.

Sites Unable to provide minimum requirements

In areas where provision of parking on the site is inconsistent with the design or layout, or for other cases where on-site provision is unfavourable, Birmingham City will consider the use of commuted sums such or other measures to mitigate the effect of parking demand generated.

Garages

Garages will only be accepted as contributing towards parking provision for development if they have adequate functional space. As a minimum, garages should measure 6 metres by 3 metres, or 7 metres by 3.3 metres to include cycle storage as well.

Houses in Multiple Occupation (HMOs)

Provision of 0.5 parking spaces per bedroom will be sought for HMOs in Zones B and C. This level of provision acknowledges that HMOs tend to attract occupiers with lower-than-average levels of car ownership compared to the general population. However parking demand will vary depending on location and variations to this level of provision will be considered on a case by case basis.

The Council will determine whether the proposed use will generate a greater parking demand or vehicle trips than the existing use. Where it would significantly add to local

parking pressures, there should be off-street parking provided or a proposal could be refused.

Tandem off-street parking bays are not acceptable for HMOs, as they are difficult to manage for occupants who are not related.

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.

Commuted sums for parking control or other measures to mitigate the effect of parking demand generated will be considered for developments that do not satisfy requirements.

New HMO developments in zone A should only provide parking for disabled residents. As per Controlled Parking principle 6 (page 21) in this document, new HMO developments in the city centre will be excluded from residents' parking schemes; residents or tenants will not be eligible for on-street parking permits.

Student Accommodation

Student accommodation proposals should not include parking for residents except for disabled parking for residents and visitors. In outer zones, clear need for parking

provision must be demonstrated.

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.

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.

Standards for Parking

Non-Residential Developments

All non-residential car parking standards are expressed as maximums, unless otherwise stated.

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.

The policy applied for Birmingham City Council for this land use is that parking maximums will apply to places of worship for any on-plot

provision. It will however be a requirement that applicants can demonstrate adequate parking capacity, 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.



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).
- The delivery of goods.
- Storage of vehicles that are being serviced or repaired (such as at a garage/MOT centre).

While it is recognised that parking may be a requirement for a business to attract and support customers, 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.

Servicing (replenishment/waste extraction)

The servicing of a development is a key component to ensure that it operates in a safe and sustainable manner. Minimum requirements are included for different land uses. These may be supplemented subject to the specifics of the development.

Access Requirements for Service Users

There are also a number of instances where access to the site by patrons or service users can present highway safety and congestion issues if the site does not have use of suitable short-term parking for users. Clear examples of this are crèches and nurseries, takeaway food providers and ATMs.

Consistent with the overall policy approach that developments will not have minimums applied to provide additional parking capacity for patrons or employees, it will not be expected or permissible for this parking to be provided outside the maximum levels allowed for the development. It will be a requirement that the site can demonstrate that at the times



required, such short-term parking is available for its users in sufficient quantity and within an acceptable distance of the development.

This short-term parking may necessarily be on-street (and thus not part of any provision with the development) or off-street parking, where at the times required, it will be available for use. It will be the responsibility of the applicant to demonstrate the suitability and availability of this short-term parking at the times it will be required. These conditions are included as part of the Other Requirements in Appendix A.

Service User Access Requirements by Non-Car Modes

The standards employed have introduced requirements for bus/coach drop off and other bus-based transport users for some land uses. A key requirement for many developments will be a larger parking bay close to the entrance for use by special needs transport. These are included within the Other Requirements as good practice to improve the safety and convenience of those using coach or bus to reach the development.

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.



Parking Supplementary Planning Document / Developer Contributions

APPENDIX A

Parking Standards Tables

A Class Land Uses

Land Use	Parking Type	Zone A	Zone B	Zone C
A1 Shops (Convenience/ Food Retail) Up to 1000m ²	Car parking (maximum)	Disabled user car parking only	1 space per 28 m ²	1 space per 15m ²
	Bicycle Spaces	Staff: 1 space per 10 staff (long stay) Customer: 1 space per 125m ² (short stay) Minimum of 2 spaces		
	Disabled User Parking	Minimum of 1 space or 6% of total.		
	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	Servicing: over 250m ² , identification of adequate loading space for size of operation		
A1 Shops (Convenience/ Food Retail) Over 1000m ²	Car parking (maximum)	Disabled user car parking only	1 space per 30 m ²	1 space per 20m ²
	Bicycle Spaces	Staff: 1 space per 10 staff (long stay) Customer: 1 space per 250m ² (short stay) Minimum of 2 spaces		
	Disabled User Parking	Up to 200 bays: Minimum of 1 space or 6% of total. Over 200 bays: 12 bays plus 4%		
	Motorcycle spaces	1 space per 400m ² . 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	Service User: Larger Parking bay for Ring and Ride and special needs transport close to entrance. Family Parking Spaces should be available (zones B and C). Servicing: Over 1000m ² , one 3.5m x 26.5m bay and associated off-street manoeuvring space.		
A1 Shops (Comparison/ Non-Food Retail)	Car parking (maximum)	Disabled user car parking only	1 space per 40 m ²	1 space per 30m ²
	Bicycle Spaces	Staff: 1 space per 10 staff (long stay) Customer: 1 space per 250m ² (short stay) Minimum of 2 spaces		
	Disabled User Parking	Up to 200 bays: Minimum of 1 space or 6% of total. Over 200 bays: 12 bays plus 4%		
	Motorcycle spaces	1 space per 400m ² 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	Servicing: 3.5m x 26.5m loading bay and associated off- street manoeuvring space.		

Land Use	Parking Type	Zone A	Zone B	Zone C
A2 Financial and Professional services (Banks, Estate Agents, Building Societies)	Car parking (maximum)	Disabled user car parking only	1 space per 60m ²	1 space per 30m ²
	Bicycle Spaces	Staff: 1 space per 10 staff (long stay) Customer: 1 space per 150m ² (short stay) Minimum of 2 spaces		
	Disabled User Parking (minimum)	Minimum of 1 space or 6% of total capacity, whichever is greater.		
	Motorcycle spaces	Over 10 staff, 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		
A3 Food and Drink (Restaurants, Cafes, snack bars) A4 Drinking Establishments/ Public Houses	Car parking	Disabled user car parking only	1 space per 20 m ²	1 space per 10m ²
	Bicycle Spaces	Staff: 1 space per 10 staff (long stay) Customer: 1 space per 200m ² (short stay) Minimum of 2 spaces		
	Disabled User Parking (minimum)	Minimum of 1 space or 6% of total capacity, whichever is greater.		
	Motorcycle spaces	Over 10 staff, 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	Operational – demonstration of adequate space to operate delivery fleet		
A5 Hot Food Takeaways	Car parking	Disabled user car parking only	1 space per 35m ²	1 space per 20m ²
	Bicycle Spaces	Staff: 1 space per 10 staff (long stay) Customer: 1 space per 200m ² (short stay) Minimum of 2 spaces		
	Disabled User Parking (minimum)	Minimum of 1 space or 6% of total capacity, whichever is greater.		
	Motorcycle spaces	Over 10 staff, 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	Operational – demonstration of adequate space to operate delivery fleet		

B Class Land Uses

Land Use	Parking Type	Zone A	Zone B	Zone C
B1 Office	Car parking (maximum)	Disabled user car parking only	1 space per 60m ²	1 space per 40m ²
	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 400m ² (short stay) Minimum of 2 spaces Showers and changing facilities should be provided for all office developments of 600m ² and above.		
	Disabled User Parking	1 space per disabled employee, where known. Plus 1 space or 5% of total capacity, whichever is greater Over 200 parking bays: 6 bays plus 2% of total capacity		
	Motorcycle spaces	Minimum of 1 space or 2% of total capacity, whichever is greater.		
	Car Club	Consider viability of a car club scheme for staff/ business use, particularly in Zone A		
B2 General Industry and Warehousing	Car parking (maximum)	Disabled user car parking only	1 space per 120m ²	1 space per 60m ²
	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 should be provided for all developments with 40 or more staff.		
	Disabled User Parking	1 space per disabled employee, where known. Plus 1 space or 5% of total capacity, whichever is greater Over 200 parking bays: 6 bays plus 2% of total capacity		
	Motorcycle spaces	Minimum of 1 space or 2% of total capacity, whichever is greater.		
	Other Requirements	Appropriate provision for HGVs/ Lorries/ Freight, including overnight parking facilities where necessary. Vehicle maintenance/ repair/ tyre and exhaust fitting: must have adequate on-site provision for all vehicles (min 4 spaces per working bay)		

Land Use	Parking Type	Zone A	Zone B	Zone C
B8 Storage and Distribution	Car parking (maximum)	Disabled user car parking only	1 space per 150m ²	1 space per 60m ²
	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 should be provided for all developments with 40 or more staff.		
	Disabled User Parking	1 space per disabled employee, where known. Plus 1 space or 5% of total capacity, whichever is greater Over 200 parking bays: 6 bays plus 2% of total capacity		
	Motorcycle spaces	Minimum of 1 space or 2% of total 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 (maximum)	Disabled user car parking only. (1 space per 10 beds where clear need for provision can be demonstrated)	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	Staff and guests: 1 space per 10 bed spaces (long stay) Minimum of 2 spaces For establishments with event/conference facilities provision should be made for visitor spaces at 5% of visitor capacity.		
	Disabled User Parking (minimum)	1 space per disabled employee, where known. Plus 1 space or 6% of total capacity, whichever is greater Over 200 parking bays: 6 bays plus 2% of total capacity.		
	Motorcycle spaces	Minimum of 1 space or 2% of total 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 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 (maximum)	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 20 bed spaces (short stay) Minimum of 2 spaces		
	Disabled User Parking (minimum)	1 space or 6% of total capacity, whichever is greater. Over 200 parking bays: 6 bays plus 2% of total capacity.		
	Motorcycle spaces	Minimum of 1 space or 2% of total capacity, whichever is greater.		
NB – C2 Hospitals and C2A Secure Residential Institutions – Assessed on own merits				

Land Use	Parking Type	Zone A	Zone B	Zone C
C3 Dwelling Houses	Car parking Maximum spaces per dwelling (allocated plus unallocated parking must not exceed this value)	Disabled user parking only (or 1 space per 10 residential units where clear need can be demonstrated)	1 bed: 0.8 space	1 bed: 1 space
			2 bed: 1 space	2 bed: 1.4 spaces
			3 bed: 1.3 spaces	3 bed: 2.5 spaces
			4 + bed: 1.6 spaces	4 + bed: 3 spaces
		To include unallocated as below		
	Car Parking Unallocated Requirement (minimum)	None	None	1 bed: 0.4 spaces
				2 bed: 0.6 spaces
				3 bed: 0.7 spaces
				4 + bed: 0.8 spaces
				1 bed: 1 space
	Car Club	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. 1 car club bay per each subsequent 500 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.
	Electric Vehicle Charging	All car parking spaces to be active Electric Vehicle Charging Point (EVCP).	Allocated parking: 1 Active EVCP per dwelling with an associated parking space. Unallocated parking off street: 5 parking spaces or more: 20% active EVCP provision. Passive capacity for all spaces. Unallocated parking on street: Subject to EV Network Charging requirements.	
	Bicycle Spaces	Housing: One secure, covered cycle storage space per bedroom. Flats/apartments: 1 secure, covered cycle storage space per unit, plus 1 visitor space (short stay) per 10 units.		
	Disabled User Parking (minimum)	1 space per wheelchair accessible unit. Flats/ apartments: 1 space per wheelchair accessible unit plus 1 space or 5% of total units, whichever is greater.		
	Motorcycle spaces	Flats/apartments: 1 space per 20 units.		

C Class Land Uses (continued...)

Land Use	Parking Type	Zone A	Zone B	Zone C
C3 Purpose Built Student Accommodation	Car parking (maximum)	Provision for disabled user 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
	Electric Vehicle Charging	Allocated parking: 1 Active EVCP per dwelling Unallocated parking off street: Over 10 parking spaces: EVCP or passive provision for each space.		
	Bicycle Spaces	1 secure, covered cycle storage space per unit, plus 1 visitor space (short stay) per 20 units.		
	Disabled User Parking (minimum)	1 space per wheelchair accessible unit plus 1 space or 5% of total units, whichever is greater		
	Motorcycle spaces	1 space per 20 units.		
	Other requirements	Sufficient space for drop off and pick up/ moving. Timed management arrangements for student moving days.		
C4 Houses in Multiple Occupancy (HMO) And Sui Generis HMOs	Car parking	Provision for disabled user parking only	0.5 unallocated spaces per bedroom generally sought. Alternative provision levels considered on a case by case basis.	
	Electric Vehicle Charging	Allocated parking: 1 Active EVCP per dwelling Unallocated parking off street: Over 10 parking spaces: EVCP or passive provision for each space.		
	Bicycle Spaces	1 secure, covered cycle storage space per bedroom.		
	Disabled User Parking (minimum)	1 space per wheelchair accessible unit plus 1 space or 5% of total units, whichever is greater		
	Other requirements	Sufficient space for drop off and pick up/ moving.		

D Class Land Uses

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Land Use	Parking Type	Zone A	Zone B	Zone C
D1 Clinics and Health Centres	Car parking (maximum)	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	Staff: 1 space per 10 staff (long stay) Visitor: 1 space per 20 people expected to use the facility at any one time (short stay) Minimum of 2 spaces		
	Disabled User Parking (minimum)	1 space per disabled employee, where known. Plus 1 space or 6% of total capacity, whichever is greater Over 200 parking bays: 12 bays plus 4% of total capacity		
	Motorcycle Spaces	2% of total capacity (min 1).		
	Other requirements	Larger parking bay(s) for special needs transport or ambulance close to entrance.		
D1 Crèches, Day Nurseries, Day Centres and Madrassahs	Car parking (maximum)	1 per 8 pupils	1 per 8 pupils	1 per 8 pupils
	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 space per 20 staff Visitor: 1 space per 100 pupils Minimum of 2 spaces		
	Disabled User Parking (minimum)	1 space per disabled employee, where known. Plus 1 space or 6% of total capacity, whichever is greater Over 200 parking bays: 12 bays plus 4% of total capacity		
	Motorcycle Spaces	2% of total capacity (min 1).		
	Other requirements	Demonstrable available short term parking space within 100 metres for 1 car per 5 pupils. Provision should be made for buggy storage.		

D Class Land Uses (continued...)

Land Use	Parking Type	Zone A	Zone B	Zone C
D1 Educational Establishments Primary, Infant and Junior Schools, Secondary and 6 th form Schools/ Colleges	Car parking (maximum)	Staff: 1 per 4 staff Visitors: additional 10% of staff parking	Staff: 1 per 2 staff Visitors: additional 10% of staff parking	Staff: 1 per 2 staff Visitors: additional 10% 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	Staff: 1 space per 20 staff Pupils: 1 space per 20 pupils Visitor: 1 space per 100 pupils Minimum of 2 spaces		
	Disabled User Parking (minimum)	1 space per disabled employee, where known. Plus 1 space or 6% of total capacity, whichever is greater Over 200 parking bays: 12 bays plus 4% of total capacity		
	Motorcycle Spaces	2% of total capacity (min 1).		
	Other requirements	Provision for SEN transport. Primary: Space for min 1 coach. Provision for scooter storage. Secondary: Space for min 2 coaches		
D1 Educational Establishments Higher and further education	Car parking (maximum)	Provision for disabled user parking only	Staff: 1 per 2 staff Visitors: additional 10% of staff parking	Staff: 1 per 2 staff Visitors: additional 10% 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	Staff: 1 space per 20 staff Pupils: 1 space per 20 pupils Visitor: 1 space per 100 pupils Minimum of 2 spaces		
	Disabled User Parking (minimum)	1 space per disabled employee, where known. Plus 1 space or 6% of total capacity, whichever is greater Over 200 parking bays: 12 bays plus 4% of total capacity		
	Motorcycle Spaces	Minimum of 1 space or 2% of total capacity.		
	Other requirements	Space for 1 coach. Provision for SEN transport.		

Land Use	Parking Type	Zone A	Zone B	Zone C
D1 Halls and Places of Worship	Car parking (maximum)	Provision for disabled user parking only	1 space per 15 m ²	1 space per 10m ²
	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 space per 10 staff Visitor: 1 space per 20 people expected to use the facility at any one time (typical peak occupancy). Minimum 2 spaces		
	Disabled User Parking (minimum)	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		
	Motorcycle Spaces	1 space per 50 seats (min 1)		
	Other requirements	Provision for Special Needs transport, parking and loading within the site.		
D2 Assembly and Leisure Cinemas, Bingo, Casinos, Conference Centre, Music and Concert Halls, Theatres	Car parking (maximum)	1 space per 20 seats	1 space per 10 seats	1 space per 4 seats
	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 space per 10 staff Visitor: 1 space per 20 people expected to use the facility at any one time (typical peak occupancy) Minimum of 2 spaces		
	Disabled User Parking (minimum)	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		
	Motorcycle Spaces	2% typical peak occupancy (min 1)		
	Other requirements	Where appropriate, adequate provision for coach drop off and HGV loading bays provided. Must consider viability of TFWM cycle hire provision.		
D2 Swimming Pools, Leisure centres, Gyms and Sports Centres	Car parking (maximum)	Disabled user parking only	1 space per 35m ²	1 space per 25m ²
	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 space per 10 staff Visitor: 1 space per 15 people expected to use the facility at any one time (typical peak occupancy) Minimum of 2 spaces		
	Disabled User Parking (minimum)	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		
	Motorcycle Spaces	2% typical peak occupancy (min 1)		
	Other requirements	Adequate provision for coach drop off Must consider viability of TFWM cycle hire provision.		

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