Application of Parking Standards

Land Use Classifications

21. The parking standards apply to the land use classifications in the Town & Country Planning (Use Classes) Order 1987 and the subsequent amendments to it.

22. A glossary of land uses within the Use Classes is given in **Appendix A**. This list is not exhaustive and if the appropriate Use Class is not evident the Local Planning Authority should be consulted for further guidance.

Measuring Developments

23. The parking standards for cars, goods vehicles (where applicable), cycles and motorcycles are cumulative. The parking provision required for a development is usually based on the floor area, the number of staff, the seating capacity or the number of visitors. However, other factors may also apply. Unless otherwise stated, the floor space to be used in applying the standards is the gross floor area based on the external measurement over each floor of the building with corridors, stairwells, etc. included in the measurement. Where appropriate, the number of full time equivalent staff should be used. To avoid delay in processing planning applications developers should provide an estimate of staff numbers either at informal inquiry stage or with the planning application. When parking is based on visitor numbers this may be determined from a business plan for the occupier, or by comparison with similar developments.

Mixed-Use Developments

24. For mixed-use developments the parking provision should first be determined for each constituent land use or building. The scope to reduce overall parking through shared provision between uses should then be discussed with the local planning authority. For example, at retail or business parks, parking could be provided centrally rather than for individual units. Different uses within a site that require parking at different times may be able to share provision.

Local Variations to Standards

25. Local variations to the Kent Vehicle Parking Standards may be adopted by agreement between the County Council and the Local Planning Authority to take account of local circumstances. These should be brought forward through preparation of Local Development Documents. In general, a local variation to the standard within the Kent Vehicle Parking Standards will involve the adoption of more stringent parking requirements. These may apply across all Use Classes or selectively.

26. A local variation is more likely to be adopted for the major and principal urban areas identified in the Kent & Medway Structure Plan 2006. These urban areas offer the best prospects for successful public transport and greater self-sufficiency for employment and services, and the Structure Plan seeks to concentrate development at them. The major/principal urban areas are:

Major Urban Areas	Ashford Kent Thameside (Dartford, Stone, Greenhithe, Swanscombe, Gravesend and Northfleet) Maidstone/Medway Gap and Kings Hill Thanet Towns (Margate/Ramsgate, Broadstairs, Birchington, Westgate)
Principal Urban Areas	Canterbury Deal Dover Faversham Folkestone/Hythe Herne Bay/Whitstable Sevenoaks Sheerness/Queenborough/Minster/Halfway Sittingbourne Swanley Tonbridge Tunbridge Wells/Southborough

Source: Kent and Medway Structure Plan 2006: Table SS1

27 Local variations to the standards are most likely to be based on good access to other modes of transport, particularly public transport. Local standards for individual town centres should be considered. If more stringent standards are to be agreed, attractive, safe and convenient access should be available to a variety of transport modes which either already exist or which will be provided in the foreseeable future. As a minimum convenient access, in addition to road access, should be available as follows:

- Rail and/or bus services with at least a 20 minute frequency to each of a number of directions and destinations
- Extensive and safe cycle and pedestrian links.

Transport Assessments & Travel Plans

28. The relationship between transport provision and the scale, character and location of development is a central concern of the Kent and Medway Structure Plan 2006.

Kent and Medway Structure Plan 2006

Policy TP3: Transport and the Location of Development

Local Planning Authorities should ensure that development sites are well served by public transport, walking and cycling, or will be made so as a result of the development. Travel plans should be established for larger developments that generate significant demand for travel to promote the use of these means of transport. Development likely to generate a large number of trips should be located where there is either a good choice of transport already available or where a good choice can be provided in a manner acceptable to the Local Transport Authority

29. There is considerable scope in the planning process for more effective use of Travel Plans, preceded and supported by a transport assessment which can provide the basis for discussion with local authorities on parking provision and measures to improve access to the site by a choice of transport modes. A Travel Plan aims to:

- contribute to traffic reduction and other sustainable development objectives;
- improve access to sites by alternative modes of transport;
- address traffic issues and resolve parking provision;
- widen the choice of transport mode for all those travelling to and from the site;
- provide good practice and encourage people to reduce use of vehicles.

30. Developers should hold early discussions with local authorities to clarify whether their proposals are likely to be acceptable and, if required, the scope and content of a Transport Assessment and/or Travel Plan. The need for, and content of, Transport Assessments and Travel Plans will depend on the scale of development and the extent of transport impacts. Developments above the following thresholds will normally be expected to provide them.

Table 1: Indicative Thresholds for Developments Requiring Preparation of Transport Assessments /Travel Plans

Use Class	Transport Assessment/ Travel Plan Threshold
A1: Shops	1,000m^2
A2: Financial & Professional Services	2,500m^2
A3 :Restaurants and Cafes	1000m^2
A4: Drinking Establishments	1000m^2
A5: Hot Food Takeaways	1000m^2
B1 (a) :Office	2,500m^2
B1 (b and c) :Research & Development / Light Industrial	3,000m^2
B2: General Industrial	5,000m^2
B8 :Storage & Distribution	4,000m^2
C1: Hotels	100 bedrooms
C2 :Residential Institutions	100 parking spaces
C3 :Dwellings	100 dwellings (TA) Requirement for Travel Plan above this threshold individually assessed *
D1: Primary & Secondary Schools, Further (FE) & Higher Education (HE) Establishments	New locations for schools/ FE/HE establishments Expansion of existing school/ FE/HE facilities individually assessed*
D1: All Other Non Residential Institutions	2,500m^2
D2 :Assembly & Leisure	1,000m^2
D2 :Stadia	1500 seats
Unclassified (*Sui generis*) uses	Individually Assessed*

** Seek advice from Kent Highways Services Divisional Offices (see Appendix C)*

31. There may be occasions where local authorities will require the submission of a Transport Assessment and/or Travel Plan for developments that are below these thresholds. Examples are developments:

- that would generate significant amounts of travel in, or near to, declared Air Quality Management Areas (AQMAs)[1];
- that are located where there are local initiatives or targets for the reduction of road traffic;

[1] KMSP Policy NR7 requires that the scale and character of development in, or adjoining, AQMAs should be controlled so as not to adversely affect the improvement in air quality required in AQMAs.

- that would help address a particular local traffic problem associated with the planning application;
- that have individual land uses below the specified thresholds but cumulatively give rise to significant impacts e.g. in the case of mixed use developments;
- are located close to sensitive or problematic parts of the highway network.

32. A Good Practice Guide is being developed by Government, which should provide information on the scope and content of Transport Assessments. In the interim the IHT's *Guidelines for Traffic Impact Assessment* should be used. In 2002, the Government also produced best practice guidance on securing Travel Plans through the planning process[2]. The County Council and local planning authorities can offer advice for the development and implementation of Travel Plans.

Cycle Parking

33. The provision of secure and convenient cycle parking is essential in encouraging people to cycle. Without good facilities, cyclists will use railings and other fixtures to secure their bicycles. Informal cycle parking may cause a danger to pedestrians, especially those with mobility impairment, and appear unsightly.

34. The County Council encourages cycling and the provision of facilities for cyclists[3]. The Cycling Strategy (*Cycling Strategy for Kent 2006-2011)*[4] forms part of the wider Local Transport Plan for Kent. The provision of secure cycle parking facilities at destinations has an important role to play in encouraging greater cycle use for local utility journeys. This SPG incorporates cycle parking standards and includes guidance on the type and siting of facilities that should be provided. Cycle parking standards are given for each Use Class and are additional to the vehicle parking standards. Where it is not possible to provide cycle parking on-site, developers will be expected to make a financial contribution towards public facilities. The cycle parking standards are a minimum provision.

35. The parking needs of cyclists vary depending on the purpose of their trip:
- **Collection & Delivery** – parking for short stay users needs to be near the entrance of, or inside, the place visited, and may be less secure than long stay provision.
- **Shopping** –Groups of cycle stands should be located at regular intervals so that the bicycle does not have to be parked more than a short walk from the final destination and ideally should be within sight of the owner.
- **Meetings & Appointments** – use is often irregular and can be for long periods, up to a whole day. Users favour locations where lighting and surveillance are perceived to be good, usually at or near to main building entrances.
- **Workplace** – use is generally all day and on a regular basis. Demand is more likely to justify grouping of racks, often within areas where there is controlled access, CCTV, monitoring or individual lockers.
- **Residential** – requires high standards of security and should avoid the need to take bicycles a long way into a building.

36. In addition to the provision of secure cycle parking, developers will be required to consider the additional needs of cyclists (such as lockers, changing and shower facilities where appropriate), the access to cycle parking and the interaction between cyclists and other highway users. Further guidance on cycle parking is contained in **Appendix B**.

[2] ODPM/Department for Transport : Using the planning process to secure travel plans: Best practice guidance for local authorities, developers and occupiers: July 2002
[3] Kent and Medway Structure Plan 2006 Policy TP11/Local Transport Plan for Kent 2006-11 Policy DM3
[4] Appendix 9 to the Local Transport Plan for Kent 2006-2011

Parking for People with Impaired Mobility

37. Accessible parking provision promotes freedom of travel for the impaired. The County Council encourages the integration into the community of people with impaired mobility, and will require designated parking spaces to be allocated as part of the overall level of parking provision for new developments.

38. The minimum standards for the provision of parking for people with impaired mobility are as follows:

For Employees and Visitors to Business Premises (Land Use Classes A2, B1, B2 & B8)	
Car Parks up to 40 spaces	2 designated spaces + 1 space of sufficient size but not specifically designated.
Car Parks with 40 to 200 spaces	4 designated spaces or 5% of the total capacity, whichever is greater
Car parks with greater than 200 spaces	6 designated spaces + 2% of the total capacity
For Shopping, Recreation and Leisure (Land Use Classes A1, A3, A4, A5, C1, D1, D2 & Unclassified)	
Car Parks up to 50 spaces	1 designated space + 2 spaces of sufficient size but not specifically designated.
Car Parks with 50 to 200 spaces	3 designated spaces or 6% of the total capacity, whichever is greater
Car parks with greater than 200 spaces	4 designated spaces + 4% of the total capacity
Notes	1. The provision of parking spaces for the mobility impaired will be part of the overall level of parking provision for the development as opposed to an additional requirement. 2. The use of spaces allocated for the mobility impaired should be regularly monitored to ensure that the allocation is correct and that the system is working well.

39. Any new development which includes off-street parking, should have at least one parking space that is either designated for the mobility impaired or, if not specifically designated, is of sufficient size to be used by the mobility impaired. Where provision for the mobility impaired is not to be provided as part of the development the local planning authority may seek a contribution from the developer towards the provision, operation and maintenance of parking bays either on-street or in public off-street car parks.

40. The provision of parking spaces for the mobility impaired and access to them should conform to the County Council's Code of Practice '*Mobility Guidance Note (2004)'*. Further guidance on the layout of parking bays for the mobility impaired and access to them is contained in **Appendix B**.

Parking Provision for Motorcyclists

41. Motorcycling is a convenient form of personal transport for some, uses less parking space than other motor vehicles, generally produces less air pollution and as an alternative to single occupancy cars can help to reduce congestion. Provision should be made for motorcycle parking at all new developments in order to enable the use of this mode of transport. As with cycle parking the level of provision required will vary depending on the purpose of the trip. The availability of secure parking is particularly important in areas where medium to long term parking is anticipated.

42. Motorcycle parking standards are a separate and additional requirement to the vehicle and cycle parking standards. As a **minimum** the following standard of provision should be made for motorcyclists within non residential developments:

Non Residential Developments	1 space + 1 space for every 20 car parking spaces provided

Where communal parking facilities for residential developments are provided the above standards will also apply.

Further guidance on the layout of parking bays for motorcyclists and access to them is contained in **Appendix B**.

Developer Contributions and Planning Conditions

43. Current Government guidance on the use of planning obligations is set out in ODPM Circular 05/05. The means by which developer contributions are regulated or collected does not alter the basis on which parking provision should be assessed. Parking requirements should be established as a condition of planning consent, whether or not a developer contribution is made.

44. With the move to maximum vehicle parking standards, it is now widely accepted as inappropriate to seek commuted payments for off site parking provision/measures based solely on the lack of parking at a site. However most development will have a transport impact and local authorities may consider it appropriate to seek developer contributions to alleviate such impacts if they are not dealt with by planning conditions. Each case will need to be considered on its merits and developers should establish with the local planning authority if a contribution towards parking provision will be required to address the direct transport impacts of a development and as a part of the transport measures necessary to secure development consistent with the sustainable development objectives of the development plan.

45. The next section of this document gives a step-by-step guide to the process and details of the provision for each Use Class.

A Step-By-Step Guide to Parking Standards

Stage		Refer To
Determine the Type of Development.	-------	Paragraphs 21-22 & Appendix A
Establish the Criteria for Determining the Level of Parking Provision.	-------	Paragraph 23 & Parking Standards by Land Use Class
Is the Development Mixed-Use?	-------	Paragraph 24
Does a Local Variation to the Parking Standards apply?	-------	Paragraphs 25-26
Does the Development Warrant the Submission of a Transport Assessment and/or Travel Plan?	-------	Paragraphs 28-32
Determine the Level of Parking Provision Required.	-------	Parking Standard by Land Use Class or Local Variation
Determine the Level of Cycle Parking Provision.	-------	Paragraphs 33-36 & Parking Standards by Land Use Class
Determine the Level of Parking Provision for the Mobility Impaired.	-------	Paragraphs 37-40
Determine the Level of Parking Provision for Motorcyclists.	-------	Paragraphs 43, 44
Are any Contributions Required to Mitigate the Transport Impacts of the Development that are not Covered under Planning Obligations?	-------	Paragraphs 41-42
Determine the Layout of the Parking.	-------	Appendix B

Note:

Key stages where discussions with the Local Planning Authority should be undertaken are highlighted. However, early discussions with the Local Planning Authorities are advised on all aspects of parking provision.

Land Use Class A1: Shops

46. Development of retail premises for the sale, display or provision of goods and services (except hot food) to visiting members of the public. Such development would include:

- grocers, green grocers, butchers, supermarkets, superstores, hypermarkets
- non-food retail warehouses but excluding retail warehouse clubs
- electrical goods and hardware stores
- garden centres/DIY stores
- pet shops/stores
- post offices
- ticket sales or travel agencies
- sale of sandwiches or other cold food for consumption off the premises
- internet (cyber) cafes
- hairdressers/beauty salons
- funeral directors
- hire of domestic or personal goods
- washing or cleaning of clothes/fabrics on the premises

Maximum Goods Vehicle & Car Parking Standards

	Goods Vehicles	Car Parking
Food Retail up to 1,000m^2	1 space per 500m^2	1 space per 18m^2
Food Retail over 1,000m^2	1 space per 500m^2	1 space per 14m^2
Non Food Retail	1 space per 500m^2	1 space per 25m^2
Notes:	1. Car parking provision includes spaces for staff. 2. For Garden Centres greenhouses that are used predominantly for growing and are not open to members of the public should not be included as part of the gross floor space for determining the level of car parking provision. Up to 50% of the car parking spaces required can be provided as overflow car parks, which would not have to be constructed to as high a standard as the main car park. 3. For all large retail establishments the provision for goods vehicles only applies up to a maximum of 6 spaces. For sites where more provision is required, a minimum of 6 spaces should be provided with the actual number being determined by consideration of the operational requirements and demonstrated through a Transport Assessment, which includes examination of the scope for a Freight Quality Partnership.	

Minimum Cycle Parking Standards

	Short to Medium Term (collection/delivery/ shopping)	Medium to Long Term (meetings/workplace)
Up to 1,000m^2	1 space per 200m^2	1 space per 200m^2
Up to 5,000m^2	1 space per 400m^2	1 space per 400m^2
Over 5,000m^2	Minimum of 12 spaces; Additional Spaces Negotiable	

Land Use Class A2: Financial & Professional Services

47. Uses include development involving the provision of financial and professional services (except health and medical, which are covered under Classes C2 and D1) principally to visiting members of the public. Such development could include:

- banks , building societies and bureau de change
- estate agents
- employment agencies
- solicitors & accountants
- betting offices
- tourist information centres
- travel agents

Most Class A2 uses are located in town and district centres where on site car and cycle parking may not be appropriate or possible. Local authorities will use their discretion in the application of the standards in town and district centres, having regard to the availability of public off street parking and the need to encourage the vitality of centres and investment in them.

Maximum Car Parking Standard

	Car Parking
All developments	1 space per 20m^2
Notes:	1. Car parking provision covers both spaces for staff and spaces for visitors/customers.

Minimum Cycle Parking Standards

	Short to Medium Term (collection/delivery/shopping)	Medium to Long Term (meetings/workplace)
All developments	1 space per 1,000m^2	1 space per 200m^2
	Minimum of 2 spaces to be provided	

Land Use Class A3: Restaurants and Cafes

48. This Use Class relates specifically to restaurants and cafes i.e. places where the primary purpose is the sale and consumption of food and light refreshments on the premises. Restaurants and Cafes are taken to be premises where large commercial vehicles are excluded. Transport Cafes are taken to be premises where large commercial vehicles are accepted.

Class A4 uses may be located in town and district centres where on site car and cycle parking may not be appropriate or possible. Local authorities will use their discretion in the application of the standards in town and district centres, having regard to the availability of public off street parking and the need to encourage the vitality of centres and investment in them.

Maximum Goods Vehicle & Car Parking Standards

	Goods Vehicles	Car Parking	
		Employees	Customers
Restaurants & Cafes (2)	see Note 1	1 space per 2 staff	1 space per 6m^2
Transport Cafes (3)	1 lorry space per 5m^2	1 space per 2 staff	1 space per 15m^2
Notes:	1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the public highway. 2. Includes roadside restaurants. 3. Car parking provision for customers should be contained within the allocated space for lorry parking.		

Minimum Cycle Parking Standards

	Short to Medium Term (collection/delivery/shopping)	Medium to Long Term (meetings/workplace)
All developments	1 space per 10 seats	1 space per 20 seats
	Minimum of 2 spaces to be provided	

Land Use Class A4: Drinking Establishments

49. This Use Class caters specifically for pubs and bars i.e. where the primary purpose is the sale and consumption of alcoholic drink on the premises.

Many Class A4 uses are located in town and district centres where on site car and cycle parking may not be appropriate or possible. Local authorities will use their discretion in the application of the standards in town and district centres, having regard to the availability of public off street parking and the need to encourage the vitality of centres and investment in them. In particular parking provision at licensed premises should not encourage the use of cars where public transport is available.

Maximum Goods Vehicle & Car Parking Standards

	Goods Vehicles	Car Parking	
		Employees	Customers
Public Houses, Licensed Bars & Banqueting Halls (2)	see Note 1	1 space per 2 staff	1 space per 10m^2
Notes :	1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the public highway. 2. Includes bars open to non-residents in hotels and non-diners in restaurants.		

Minimum Cycle Parking Standards

	Short to Medium Term (collection/delivery/shopping)	Medium to Long Term (meetings/workplace)
All developments	1 space per 10 seats	1 space per 20 seats
	Minimum of 2 spaces to be provided	

Land Use Class A5: Hot Food Takeaways

50. This Use Class caters specifically for takeaways and fast-food premises i.e. premises where the primary purpose is the sale of hot food to take away. These uses are differentiated from restaurants and cafes as they raise different issues such as extra traffic and parking demands.

Class A5 are often located in town and district centres where on site car and cycle parking may not be appropriate or possible. Local authorities will use their discretion in the application of the standards in town and district centres, having regard to the availability of public off street parking and the need to encourage the vitality of centres and investment in them.

Maximum Goods Vehicle & Car Parking Standards

	Goods Vehicles	Car Parking	
		Employees	Customers
Takeaways (2)	see Note 1	1 space per 2 staff	1 space per 8m^2
Notes :	1.Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the public highway. 2. Includes 'drive-in' or 'drive-through' restaurants. Drive-in or drive-through developments must also provide sufficient on-site waiting space for vehicles to stand clear of the public highway.		

Minimum Cycle Parking Standards

	Short to Medium Term (collection/delivery/shopping)	Medium to Long Term (meetings/workplace)
All developments	1 space per 10 seats	1 space per 20 seats
	Minimum of 2 spaces to be provided	

Land Use Class B1: Business

51. This Use Class includes office development (other than financial and professional services, which are covered under Land Use Class A2), research and development, and light industrial uses which can be carried out in a residential area without detriment to the amenity of that area. Offices will normally have a higher employment density and therefore a higher parking requirement than light industrial or research uses. B1 uses, particularly outside town centres, will normally require higher car parking provision than general industrial uses in Use Class B2, because of their higher employment density.

RPG9 and the South East Plan propose standards for all B1 uses in the range 1 space for 30 m^2 to 100 m^2. This is a more stringent standard than PPG13 which has a single standard of 1 space per 30 m^2. However current regional policy also recognises the variations in economic strength within the region. These should be taken into account in determining parking provision. The variations in employment density between the land uses incorporated within the B1 category should also be taken into account. Local authorities will therefore use their discretion in applying standards more stringent than the maximum provision of 1 space per 30 m^2 for units over 2,500 m^2 floor space.

Some B1 office uses will be located in town and district centres. Local authorities will use their discretion in the application of the standards in town and district centres, having regard to the availability of public off street parking and the need to encourage the vitality of centres and investment in them. Less on-site parking provision may be justified for offices located in town centres than those in out of town centre locations.

Maximum Goods Vehicle & Car Parking Standards

	Goods Vehicles	Car Parking
Offices up to 500m^2	see Note 1	1 space per 20m^2
Offices 500 to 2,500m^2	see Note 1	1 space per 25m^2
Offices over 2,500m^2	see Note 1	1 space per 30m^2
High Tech/Research/Light Industrial	1 space per 200m^2	1 space per 35m^2
Notes :	1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the public highway. 2. For large developments the provision for goods vehicles only applies up to a maximum of 6 spaces. For sites where more provision is required, a minimum of 6 spaces should be provided with the actual number being determined by consideration of the operational requirements and demonstrated through a Transport Assessment.	

Minimum Cycle Parking Standards

	Short to Medium Term (collection/delivery/shopping)	Medium to Long Term (meetings/workplace)
All developments	1 space per 1,000m^2	1 space per 200m^2
	Minimum of 2 spaces to be provided	

Land Use Class B2: General Industrial

52. Use Class B2 covers development of any size to accommodate industrial processes which do not meet the residential amenity test of Use Class B1. PPG13 and regional policy do not set a standard for such development. The Kent standard is a single maximum value of 1 space per 50 m^2 but should be applied with discretion to industrial premises that will demonstrate a high employee density, comparable, for example, with B1 High Tech and research.

Maximum Goods Vehicle & Car Parking Standards

	Goods Vehicles	Car Parking
Up to 200m^2	see Note 1	3 spaces
Over 200m^2	1 space per 200m^2	1 space per 50m^2
Notes:	1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the public highway. 2. For large developments the provision for goods vehicles only applies up to a maximum of 6 spaces. For sites where more provision is required, a minimum of 6 spaces should be provided with the actual number being determined by consideration of the operational requirements and demonstrated through a Transport Assessment.	

Minimum Cycle Parking Standards

	Short to Medium Term (collection/delivery/shopping)	Medium to Long Term (meetings/workplace)
All developments	1 space per 1,000m^2	1 space per 200m^2
	Minimum of 2 spaces to be provided	

Land Use Class B8: Storage & Distribution

53. Use Class B8 covers development for the storage and distribution of food and other products, and the wholesale trade of such goods (but excluding any retail use for the general public or shopping "discount clubs" which are covered by Use Class A1).

PPG13 and regional policy do not set a standard for such development. The Kent standard for storage and distribution is a single maximum value of 1 space per 110 m2 but should be applied with discretion to premises that can demonstrate a high employee density, for example in the sophisticated storage and tracking of high value products. The office component of storage and distribution uses should be assessed as B1 development. In contrast uses with a high proportion of open or low value storage may have low employment density compared to the site area. The use of employee and floorspace standards should be used to establish suitable standards for such proposals.

Maximum Goods Vehicle & Car Parking Standards

	Goods Vehicles	Car Parking
Storage & Distribution	1 space per 300m^2	1 space per 110m^2
Wholesale Trade Distribution	1 space per 300m^2	1 space per 35m^2
Notes	1. Parking provision for associated office space to be determined using the standards set out under Land Use Class B1.	

Minimum Cycle Parking Standards

	Short to Medium Term (collection/delivery/shopping)	Medium to Long Term (meetings/workplace)
All developments	1 space per 1,000m^2	1 space per 200m^2
	Minimum of 2 spaces to be provided	

Land Use Class C1: Hotels

54. Use Class C1 covers development providing accommodation for payment (including self-catering accommodation) which cannot be classed as residential and where there is no significant element of care provided. This includes self-catering accommodation grouped together, such as caravan or chalet parks, but not individual premises which will be regarded as dwellings under Land Use Class C3. Residential hostels are however excluded are an unclassified (*sui generis*) use. Developments within this Land Use Class would include:

- hotels, motels, boarding & guest houses
- holiday/touring caravan sites & campsites

Maximum Vehicle Parking Standards

	Goods Vehicles & Coach Parking	Car Parking	
		employees	guests/visitors
Hotels, Motels, Boarding & Guest Houses	See Notes 1 & 2	1 space per 2 staff	1 space per bedroom (see Note 3)
All Other Forms of Development	see Note 1	1 space per 2 staff	1 space per unit/pitch + 1 space per 3 units of 5 person capacity or greater

Notes:

1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the public highway.
2. For developments exceeding 20 bedrooms, suitable provision should be made for coaches. This should take the form of either: -
   (a) Facilities to drop-off and pick-up guests which may consist of a lay-by adjacent to the public highway or utilisation of the car parking area (exact details to be agreed with the Local Planning Authority), or
   (b) Coach parking provision of 1 space per 20 bedrooms contained within the allocated space for car parking.
3. An additional provision should be made where bars and restaurant facilities are open to the general public of one third of the appropriate standard contained under Class A3. For bars this equates to 1 space per 12m^2. for restaurants this would be 1 space per 15m^2.

Minimum Cycle Parking Standards

All developments	1 space per 10 beds, units or pitches

Land Use Class C2: Residential Institutions

55. Use Class C2 covers development that provides residential accommodation which includes an element of care for people in need, and residential accommodation for an education establishment.

Maximum Vehicle Parking Standards

	Goods Vehicles	Car Parking	
		Employees	Residents/visitors
Nursing/Residential Care Homes	Minimum of 1 space for an Ambulance (see Note 1)	1 space per resident staff + 1 space per 2 other staff	1 space per 6 beds or residents
Hospitals & Hospices	See Notes 1 & 2	1 space per 2 staff	2 spaces per 3 beds
Residential Schools, Colleges or Training Centres	See Note 1 & 3	1 space per resident staff + 1 space per 2 other staff	1 space per 15 students
Notes:	1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the public highway. 2. Sufficient ambulance bays and/or parking should be provided to meet the operational needs of the development. Exact details should be agreed with the Local Planning Authority. 3. At special schools there is a need to include appropriate additional spaces for ambulances, taxis and coaches		

Minimum Cycle Parking Standards

Hospitals & other residential institutions offering a level of care	1 space per 10 beds
Residential schools, colleges & training centres	1 space per 5 students

Land Use Class C3: Dwellings

56. Use Class C3 covers dwellings for occupation by single persons or families, shared accommodation where up to 6 persons live together as a single household, self-contained individual accommodation with a resident warden (sheltered accommodation) and static residential caravan sites.

PPG3, as clarified in Parliamentary Statements, sets a maximum standard of 1.5 spaces per dwelling for authorities as a whole, but draft PPS3 (2005) omits this requirement. RPG9 proposed more rigorous standards but this is not taken forward in the draft South East Plan which adopts the standard in PPG3. The occupancy of new dwellings varies considerably, not least with the size of dwellings, and the appropriate parking provision also depends on the choice of transport available and the location of the development. The Kent standards take into account the type of development as follows:

Maximum Vehicle Parking Standards

	Car Parking
1 bedroom	1 space per dwelling
2 and 3 bedrooms	2 spaces per dwelling
4 or more bedrooms	3 spaces per dwelling
Sheltered Accommodation	1 space per resident warden + 1 space per 2 units
Notes:	1. For 1-bedroom dwellings the parking will usually be provided as communal spaces. For other dwelling sizes part or all of the parking can be provided on a communal basis. 2. The level of car parking provision includes any garages, provided as an integral part of the dwelling or within its curtilage, and/or driveways provided within the curtilage, subject to the preferred sizes set out in Appendix B.

Within developments of varying dwelling size provision should be established initially on the basis of the size mix of the units proposed. Subject to discussion with the local planning authority there may be scope in mixed developments, particularly at higher densities, for sharing of car park spaces resulting in lower overall provision than implied by application of the standards for each dwelling size category. More stringent standards may be acceptable to developments in town centres.

Minimum Cycle Parking Standards

Individual residential dwellings (1)	1 space per bedroom
Flats & maisonettes (2)	1 space per unit
Sheltered accommodation (2)	1 space per 5 units
Notes:	1. Cycle parking provision should normally be provided within the curtilage of the residential dwelling. Where a garage is provided it should be of a suitable size to accommodate the required cycle parking provision. 2. Parking provision should be provided as a secure communal facility where a suitable alternative is not available.

Land Use Class D1: Non Residential Institutions

57. Use Class D1 covers development where there is no residential element, which is not used principally as a place of entertainment but where members of the public have access e.g. education and health facilities. It includes day centres , adult training centres and other premises for the provision of non resident social services as well as non-residential schools and colleges.
The PPG13 car parking standard for Further & Higher Education forms the basis for the Kent standard. The standards are maxima and more stringent provision may be appropriate, for example in the allocation of spaces to students and pupils.

Maximum Vehicle Parking Standards

	Goods Vehicles	Car Parking	
		Employees	Pupils/visitors/clients
Primary & Secondary Schools	See Notes 1, 2, 3 & 6	1 space per staff + 10%	
Further & Higher Education	See Notes 1, 2 & 3	1 space per 1 staff	1 space per 7 students
Libraries/Art Galleries/Museums Public /Exhibition Hall	See Note 1	1 space per 60m^2	
Places of Worship	See Note 1	1 space per 5 seats	
Medical Centres/Clinics/Surgeries (including veterinary surgeries)	See Notes 1 & 4	1 space per 2 staff	4 spaces per consulting/treatment room
Nurseries/Crèches/Playschools	See Notes 1 & 3	1 space per 2 staff	1 space per 4 children
Day Care Centres	See Notes 1 & 5	1 space per 2 staff	1 space per 4 attendees

Notes

1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the public highway.
2. Provision should be made to accommodate school/public transport vehicles delivering and picking-up children.
3. Appropriate provision should be made for the setting down and picking up of children in a safe environment and in a manner that does not unduly interfere with the operation and use of the public highway. Exact details should be agreed with the Local Planning Authority.
4. Provision should be made to accommodate ambulances where appropriate.
5. Provision within the overall allocation for car parking should be made for mini-buses where these are used to transport people to and from the day care centres.
6. At special schools there is a need to include appropriate additional spaces for ambulances, taxis and coaches.

Minimum Cycle Parking Standards

Junior Schools		1 space per 50 pupils
Secondary Schools; Further & Higher Education	See Note 1	1 space per 7 pupils/students
Medical Centres/Surgeries		1 space per 2 consulting/treatment rooms
Other Non-Residential Institutions		1 space per 50 seats or 100m^2

Notes: 1 Where there is demand minimum provision should be exceeded (up to 1 space per 5 pupils/students)

Land Use Class D2: Assembly & Leisure

58. Use Class D2 covers development of sites for leisure, recreation and entertainment purposes (excluding libraries, art galleries, museums and exhibition halls which are covered by Use Class D1 and theatres and casinos which are unclassified [sui generis] uses).

The PPG13 car parking standards for Cinemas, etc. and Stadia form the basis for the Kent standard. For all other types of development covered by this Use Class PPG13 sets a car parking standard of 1 space per 22m^2. This does not recognise the considerable variation in development types within this Use Class. The Kent standards recognise these wide variations. Where parking is determined on the basis of gross floor space, however, the PPG13 standard has been adopted.

Maximum Vehicle Parking Standards

	Car Parking
Cinemas, Concert Halls, Conference Centres, Bingo Halls	1 space per 5 seats
Social Clubs, Discotheques, Dance Halls, Ballrooms,	1 space per 22m^2
Multi-Activity Sports & Leisure Centres, Swimming Pools, Ice Rinks, Health & Fitness Centres, Gymnasia	1 space per 22m^2 + 1 space per 15 seats where appropriate
Marinas & Other Boating Facilities	1 space per mooring or berth
Stadia	1 space per 15 seats (see Note 2)
Bowling Green/Centres/Alleys, Snooker Halls, Tennis/Squash/Badminton Clubs	3 spaces per lane/court/table (see Note 3)
Outdoor Sports Facilities, Playing Fields	1 space per 2 participants + 1 space per 15 spectators
Golf Courses & Driving Ranges	3 spaces per hole/bay
Equestrian Centres, Riding Stables	1 space per stable
Historic House & Gardens, Country Parks	1 space per 400 visitors per annum (see Note 4)
Theme Parks, Leisure Parks	1 space per 200 visitors per annum (see Note 4)
Other Uses	1 space per 22m^2

Notes:

1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the public highway.
2. Provision should also be made for coach parking with a maximum standard of 1 coach space per 300 seats. Such provision is to be provided as an alternative to car parking provision.
3. Where provisions are made within the development to accommodate spectators then an additional parking provision of 1 space per 15 seats should be provided.
4. Provision should also be made for coach parking with a maximum standard of 1 coach space per 5,000 visitors per annum.

Minimum Cycle Parking Standards

	Short Term (collection/delivery/shopping)	Long Term (meetings/workplace)
Leisure & Entertainment Venues	1 space per 300 seats	1 space per 300 seats
Sports Facilities & Venues	1 space per 10 participants + 10%	1 space per 10 staff

Unclassified (*Sui generis*) Land Uses

59. There are miscellaneous developments that do not fall within any of the four main use classes.

Some of these unclassified uses may be located in town and district centres where on site car and cycle parking may not be appropriate or possible. Local authorities will use their discretion in the application of the standards in town and district centres, having regard to the availability of public off street parking and the need to encourage the vitality of centres and investment within them.

Maximum Vehicle Parking Standards

	Car Parking	
	Employees	Customers/visitors
Car Sales (including auctions)	1 space per 2 staff	1 space per 50m^2
Petrol Filling Stations [2]	1 space per 20m^2	
Night Clubs/Casinos	1 space per 22m^2	
Theatres	1 space per 5 seats	
Retail Warehouse Clubs [3]	1 space per 25m^2	
Amusement Arcades	1 space per 22m^2	
Residential Hostels	1 space per resident staff + 1 space per 2 other staff	1 space per 6 residents
Vehicle Servicing & Repair	1 space per 2 staff	4 spaces per service bay
Taxi & Vehicle Hire, Coach & Bus Depots	1 space per 2 staff	1 space per 4 registered vehicles
Open Commercial Use (e.g. Scrap Yards, Recycling Centres) [4]	1 space per 2 staff	To be assessed individually
Law Courts	1 space per 2 staff	6 spaces per courtroom

Notes:

1. Adequate facilities should be provided to enable delivery vehicles to park and manoeuvre clear of the public highway.
2. Applies to retail areas only and not to filling station forecourts.
3. One goods vehicle space per 500m^2
4. Provision for Goods Vehicle Parking to be agreed with the Local Planning Authority.

Minimum Cycle Parking Standards

Cycle parking provision will be determined on an individual basis.

Parking at Railway Stations

60. The Kent and Medway Structure Plan (Policy TP14) safeguards land adjacent to railway stations and other rail facilities where this can meet an identified transport need e.g. by enabling better integration between transport modes through the provision of bus, car, taxi or cycle parking. The draft South East Plan (Policy T7) states that Local Development Documents and Local Transport Plans should in combination support an increase in the provision of parking at rail stations where appropriate. Proposals should be considered favourably, particularly at regional hubs which in Kent are Ashford, Ebbsfleet (Kent Thameside), Canterbury, Maidstone, and Tonbridge-Tunbridge Wells. Any increase in parking should be part of a package that also seeks to enhance access by bus, cycling and walking.

61. This approach is supported in Kent. Provision for parking close to railway stations and integrated with public transport access is appropriate throughout the County, including at rural stations. Parking provision need not be confined to land under the control of the rail network operator but will be subject to normal land use highway planning considerations and necessary to meet the demand for rail travel from the station.

Appendix A: Common Terminology for Developments & their Associated Land Use Classification

Development	Land Use Class	Development	Land Use Class
Amusement Arcade	Unclassified	Factory	B1 or B2
Apartment	C3	Family centre	C2
Art Gallery	D1	Filling Station	Unclassified
		Financial Trust Office	A2
Badminton Club	D2	Flat	C3
Bank	A2	Football Pitch	D2
Bar	A4	Furniture Warehouse	A1
Betting Office	A2	Further Education College	C2 or D1
Betting shop	A2		
Bingo Hall	D2	Garage	Unclassified
Boarding House	C1	Garden Centre	A1
Bowling Green	D2	Golf Course	D2
Bowls Club	D2	Golf Driving range	D2
Bowling Alley (indoor)	D2	Guest House	C1
Building Society	A2	Gymnasium	D2
Bungalow	C3		
		Hall	D2
Café	A3	Health & Fitness Centre	D2
Caravan Site (residential)	C3	Health Centre (medical)	D1
Caravan Site (touring)	C1	High Technology Industry	B1
Car Showroom	Unclassified	Hockey Pitch	D2
Cash and Carry Warehouse	Unclassified	Hospital	C2
Casino	Unclassified	Hostel	Unclassified
Chalet(holiday)	C3	Hot Food Takeaway	A5
Chapel	D1	Hotel	C1
Children's Home	C2	House	C3
Church Hall	D1	Hypermarket	A1
Cinema	D2		
Clinic	D1	Ice Rink	D2
College	D1	Indoor Bowls Centre	D2
Community Centre	D2	Industry	B1 or B2
Community Hall	D2	Inn	A4
Community Home	C2	Internet Cafe	A1
Concert Hall	D2		
Convalescent Home	C2	Launderette	Unclassified
Cricket Ground	D2	Laundry	B1 or B2
		Leisure Centre	D2
Dance Hall	D2	Library	D1
Day Centre	D1	Licensed Club	A4
Dentist's Surgery	D1		
Discount Warehouse	A1 or Unclassified	Maisonette	C3
Distribution Depot	B8	Marina	D2
DIY store	A1	Mentally Handicapped Person's Home	C2
Doctor's Surgery	D1	Mission Hall	D1

Development	Land Use Class	Development	Land Use Class
Dwelling	C3	Mobile Home	C3
		Mosque	D1
Elderly Person's Home	C2	Motel	C1
Employment Agency	A2		
Estate Agent	A2		
Night Club	Unclassified	Showroom (motor vehicles	Unclassified
Nursery School	D1	Snooker centre	D2
Nursing Home	C2	Social Club	D2
		Sports Field	D2
Offices	B1	Sports Centre	D2
Open Storage	B8	Sports Hall	D2
		Squash Club	D2
Parish Hall	D2	Storage	B8
Petrol Filling Station	Unclassified	Supermarket	A1
Playing Field	D2	Superstore	A1
Pool	D2	Surgery	D1
Postal Sorting Office	B1 or B2	Swimming Pool	D2
Post Office	A1	Synagogue	D1
Public Hall	D2		
Public House	A4	Take-away food outlet	A1 or A5
		Temple	D1
Residential Caravan	C3	Tennis Court	D2
Residential Development	C3	Theatre	Unclassified
Residential Home	C2	Transport Cafe	A3
Restaurant	A3	Travel Agent	A2
Retail Park	A1		
Retail Store	A1	Veterinary Surgery/Clinic	D1
Retail Warehouse	A1	Village Hall	D2
Retail Warehouse Club	Unclassified		
Roadside restaurant	A3	Warehouse	B8
Roller Skating Rink	D2	Wholesalers	B8
Rugby Pitch	D2	Wildlife Park	D2
		Wine Bar	A4
Sanatorium	C2		
Sauna	D2	University	C2 or D1
School	C2 or D1		
Science Park	B1	Yacht Harbour	D2
Service Station	Unclassified		
Sheltered Housing	C3	Zoo	D2

Appendix B: Design Guidance

Introduction

B1. This guidance is provided to ensure that new developments, or extensions to existing developments, incorporate the determined level of vehicular parking in a manner that is safe, easy to use and does not unduly interfere with the operation and use of the public highway. The aim of this design guidance is to enable a consistent approach to parking provision whilst allowing sufficient flexibility for developers and local authorities to adapt the guidance to local circumstances and individual site constraints. The guidance is not intended to stifle either individuality or innovation but brings together a wide range of issues that should be considered in the layout and design of parking for different transport users.

Garages

B2. Experience has shown that garages provided for individual residential dwellings are unlikely to be used for the parking of a vehicle unless sufficient space is also incorporated within the garage for storage. This may have less relevance for garages that are provided as a communal facility for residential accommodation. However, the needs of the mobility impaired, either as a driver or as a passenger, should also be considered in the design of garages and sufficient space should also be allowed to enable a garage to be used as a secure location for any cycle parking provision.

Taking these factors into account the preferred internal dimensions of a garage that should be considered for residential developments in Kent are:

Preferred Garage Size for Single Car	5.5m (length) x 3.6m (width)
Preferred Garage Size for Two Cars	5.5m (length) x 6.0m (width)

Where it can be demonstrated that cycle parking is provided elsewhere width of garage can be reduced.

Driveways & Manoeuvring on Site

B3. The provision of driveways for residential dwellings needs to be treated with caution and take into account the principles of Kent Design. Driveways that are provided need to consider:

(a) The impact on the setting of the property
(b) Its relationship to garage provision
(c) The impact of its use on the public highway

B4. Driveways that are provided as an alternative to a garage should have the same dimensions as the preferred size of a car parking bay. This should ensure that vehicles parked on driveways do not cause any obstructions to footways, verges or the carriageway. Where driveways are provided in front of garages these should be of sufficient length to allow a vehicle to be parked whilst the garage doors are opened or closed. Otherwise, during such manoeuvres the vehicle may cause a temporary obstruction of the carriageway or any footway or verge situated between the road and the property.

B5. Where parking or garaging for more than two cars is provided this should not be met by constructing the garage or parking area one vehicle wide by the number of vehicles long.

Driveways associated with garages and parking areas for two cars should preferably be double width.

B6. Where developments require access by goods vehicles site layouts should include adequate standing and manoeuvring space for vehicles waiting to unload. This may utilise areas provided for car parking if the peak times for cars and goods vehicles do not coincide. To eliminate reversing movements onto the public highway, space for the manoeuvring of goods vehicles should ideally be provided clear of the highway.

Parking Bay Sizes

B7. The dimensions of a car vary considerably with current vehicles ranging from 2.5m to 5.6m in length and 1.7m to 2.4m in width. The average dimensions of a car based on those currently available on the market is around 4.4m in length and 2.0m in width. Design Bulletin 32 (DB32) sets a minimum parking bay for cars of 4.8m x 2.4m. This would provide approximately 0.2m (8 inches) clearance around an average car. There are circumstances, particularly those involving the loading and unloading of vehicles, when a larger parking bay size than that set out in DB32 would be preferable.

B8. The preferred sizes for parking bays in Kent provided as part of development proposals are:

	Length	Width
Parking Bay Size for Powered Two-Wheelers (1)	2.5m	1.5m
Parking Bay Size for Cars (2)	5.0m	2.5m
Parking Bay Size for People with a Mobility Handicap	5.5m	3.6m
Parking Bay Size for Light Goods Vehicles	7.5m	3.5m
Parking Bay Size for Minibuses (3)	8.0m	4.0m
Parking Bay Size for Coaches (3)	14.0m	4.0m
Parking Bay Size for Rigid Heavy Goods Vehicles	12.0m	3.5m
Parking Bay Size for Articulated Heavy Goods Vehicles	16.0m	3.5m

Notes:

1. A minimum space of 1.0m should be allowed between each motorcycle.
2. Where car parking spaces are provided parallel to, and abutting, a carriageway, aisle or drive the preferred bay size should be 6.0m x 2.5m to allow vehicles to manoeuvre into the bay when adjoining bays are occupied. The width of end spaces abutting an enclosed boundary should be increased to 2.7m
3. A width of 4.0m is the minimum necessary to allow passengers to embark and disembark safely.

Kent Design Guide 2005

B9. The provision of parking for new developments and extensions to existing developments can have a significant impact on maintaining or improving the quality of the local environment. Parking provision should be an integral part of the design of the development. Kent Design looks beyond the design of individual buildings to their context – the spaces, streets and other elements of the public realm, which together form the total environment. The overall purpose of Kent Design is to promote sustainable good design in Kent in furtherance of the policy objectives of the Kent and Medway Structure Plan (Policy QL1).

B10. Developers should accord with the Objectives and Principles contained in Kent Design when incorporating parking within the design for their developments. Pages 84-87 of the Kent Design Guide contain specific advice on the appropriate design of vehicle parking arrangements. The entire section *Creating the Design: Step 3: Designing for Movement* contains general advice of the design and layout of highway networks including roads, footpaths, cycleways, bridleways and how parking should be considered.

Configuration of Car Parking

B11. The most common layout and the one often regarded as the most economical in terms of land use, is square parking with parallel aisles (see Figure 1). A width of 6.0m is required for the aisles to give direct access to square parking. Such a layout can be used with either one-way or two-way traffic using the aisles.

B12. Where a developer intends to employ a one-way system for the car park, a clearly marked route for drivers should be provided using appropriate road markings and road signs.

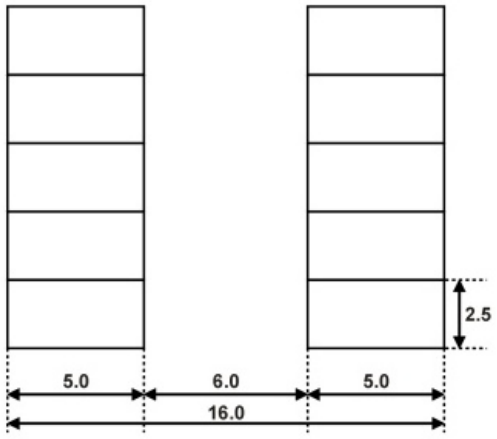

Figure 1 Square Parking.

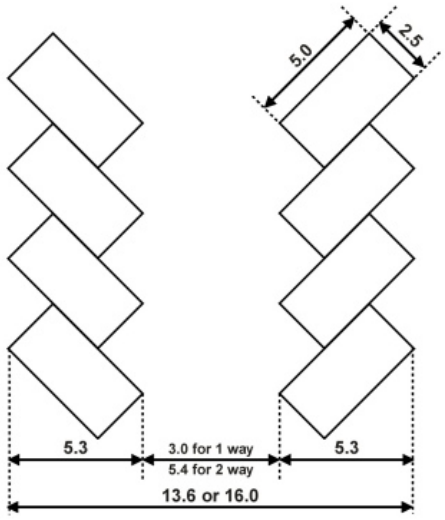

Figure 2 Angled Parking 45^{o}.

B13. Angled parking (see Figures 2, 3 & 4) is best used in car parks with one-way aisles. This enables a reduction in the width of aisles required to gain access to the parking bays. Manoeuvring into and out of the parking bays should be made easier, although with two-way aisles this may require reversing into the bays.

B14. Adopting angled parking layouts requires greater consideration of the circulation of vehicles around the car park. The combination of a one-way circulatory system with angled parking bays could, however, provide benefits to the overall efficiency and use of the parking layout.

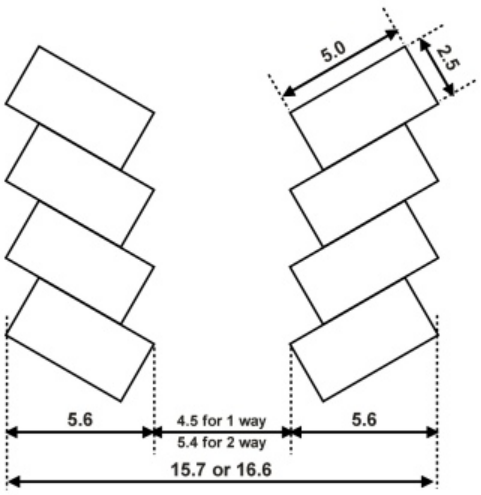

Figure 3 Angled Parking 60°.

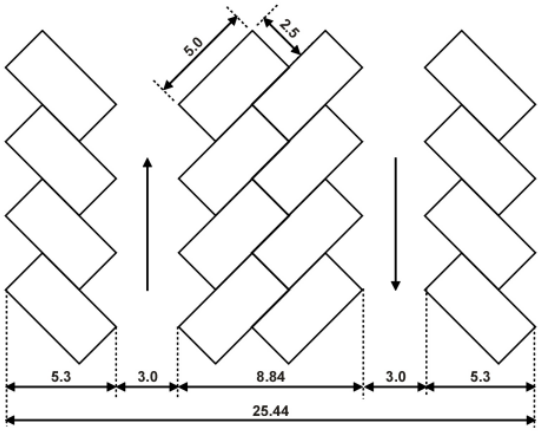

Figure 4 One-Way Angled (45°) Parking.

B15. Square and angled parking can also be combined (see Figure 5). Such a layout may be required to meet particular constraints of the development site. For example, a courtyard area surrounded on three sides by buildings may lend itself to square parking adjacent to the buildings whilst allowing the flexibility to have angled parking in the central area. In combining different configurations of parking bays the developer must be careful to avoid producing a confusing layout to drivers and potential conflicts with other users of the parking area.

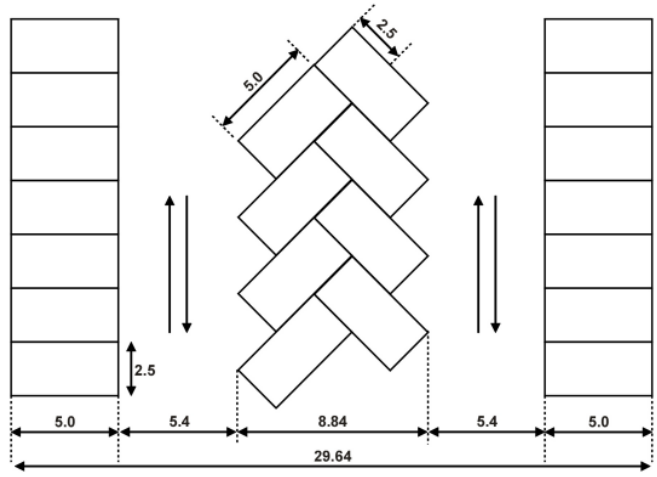

Figure 5 Combined Square & Angled (45°) Parking

Planning for Pedestrians

B16. The needs of pedestrians should be taken into account when designing the layout of car parks. This should include both those who have parked within the car park and those who are accessing the development by foot. Pedestrian access both to the development and across a car park should, wherever possible, be provided along the pedestrian desire lines.

B17. Within the car park, provision should be made to allow pedestrians to walk through it easily and safely. The provision of raised footways through the car park and crossing points across main vehicle routes will help to alleviate conflict between pedestrians and vehicles. A typical layout is shown in Figure 6. Pedestrian routes should also incorporate measures to assist the mobility impaired.

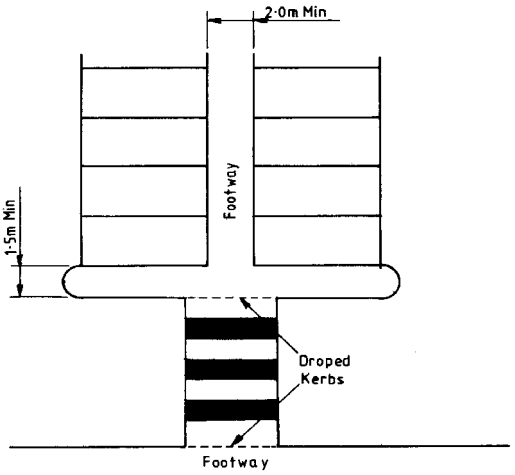

Figure 6 Typical Layout of Footways in Parking Areas.

Access/Egress to Parking Areas

B18. Access to car parks from the public highway will require the provision of adequate sight lines to ensure that highway safety is not compromised. Suitable provision should also be made to enable pedestrians, especially the mobility impaired, to cross a car park access.

B19. Within the parking area developers will need to provide a balance between the following conflicting requirements:

- Adequate visibility for the safe manoeuvring of vehicles.
- Safety of any pedestrian movements that are likely to occur.
- Landscaping of the parking area.
- Personal security issues.
- Efficient operation of the parking area.

When parking is proposed immediately adjacent to the public highway, either at the rear of the footway or carriageway, right angled parking spaces with direct access should not be used, except in the case of private dwellings.

Cycle Parking

B20. The location of cycle parking provides a key role in persuading cyclists to use it. Cycle parking that is not convenient to the cyclist's ultimate destination or where security is perceived to be poor will often stand empty and be subject to vandalism. Depending on the purpose of the trip the following locational requirements should be considered:

- Obvious and well signed
- Near to the entrance of the premises being visited
- Visible and attractive
- Well lit
- An appropriate level of surveillance and security
- Good weather protection
- Off street location with good and safe access, separated from parking vehicles
- Situated close to well used thoroughfares
- Well maintained

B21. Where a development provides more than one access to a building, or group of buildings, it may be preferable to have small groups of cycle parking facilities spread around

the development rather than a single central location. The emphasis should be on providing the most convenient locations for the users.

B22. The location of cycle parking facilities should not present a hazard to pedestrians, especially the mobility impaired. There are several measures that can be taken to minimise the conflict between pedestrians and cyclists:

- Tactile surfaces around cycle parking.
- Raised plinths with a feathered edge in contrasting colours to the existing footway.
- Cycle parking placed on the median zone between the carriageway and the footway.
- Hoops to deflect pedestrian flow around cycle stands.
- Providing a tapping rail (with a maximum height above ground of 150mm) so that an empty rack cannot be walked into.
- Banks of three stands with the middle one carrying a sign at eye level.
- Incorporating advertising and lighting with stands.

B23. The provision of cycle parking facilities should fully complement cycle access opportunities to the development. This should include appropriate links to any local cycle network that either already exists or is proposed in an adopted local transport strategy.

B24. A variety of devices and systems are currently available to meet the needs of cyclists. These vary in cost and have a variety of advantages and disadvantages. In general, however, the equipment used to provide secure cycle parking should have the following requirements:

- Easy to use.
- Enable bicycles to be supported without being damaged.
- Vandal proof.
- Have a good finish, clean and with no sharp edges.
- Allow use of cyclist's own locks where appropriate.
- Have the ability to secure the frame and both wheels.
- Allow storage of helmet and other accessories where appropriate.

Wall Loops

B25. These are a simple, cheap and convenient alternative to stands which can be used where there is limited space and a substantial length of wall. A relatively low level of maintenance is generally required. They should be set 700–750mm from the ground, project no more than 50mm from the wall and set at a minimum pitch to park a bicycle every 1800mm.

Sheffield Stands.

B26. These have the virtue of simplicity and value for money and are ideal for short-term parking. They are not always the best option for long term and/or high-density parking. Stands with heights over 800mm should be avoided, as they do not support smaller bicycles. A lower crossbar or panel can be provided to support smaller children's bicycles.

B27. Stands should be 900–1200mm long to support the bicycle at or near axle centres. Suitable space should be provided between stands to allow cyclists to get alongside the bicycle to lock it.

B28. When considering the location of cycle parking using this type of stand it is important to remember how far the bicycle will extend beyond the stand itself. The angling of stands can reduce their width as an obstacle.

An example of a typical layout for a Sheffield Stand is shown in Figure 7.

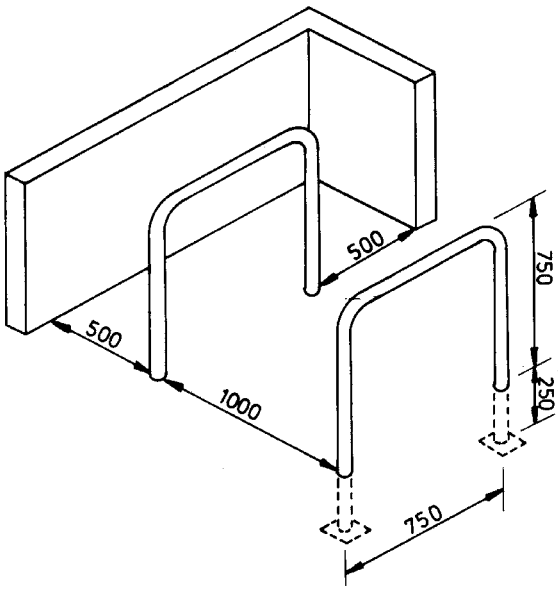

Figure 7 Typical Layout for Sheffield Cycle Stands.

Lockable Cycle Stands

B29. These secure both the frame and wheels of a bike and generally have a lower parking density than Sheffield Stands. They offer greater levels of security and can be quicker to use.

Lockers

B30. These combine speed of parking with weather protection and high levels of security. They require the greatest level of management commitment and opportunities for abuse can be greater. The liability for securing contents must be clearly defined. The most widely preferred system is a medium/long term hire regime, which requires an explicit agreement with users. A clearance under the units will help to make the locker unattractive for warehousing or sleeping, assist in cleaning operations and provide ventilation.

Staffed Facilities

B31. There is little potential for such facilities to be commercially viable and they are mainly associated with a bike shop or some other compatible outlet.

Unstaffed Facilities

B32. These are mostly associated with provision for employees although they could potentially also be used at public transport boarding points. They generally consist of secure cages or buildings with access allowed through the use of a key or swipe card. Full enclosure of such facilities will offer better weather protection and it is prudent to limit the number of users of the facility. Where a large number of parking spaces are required then more than one facility should be considered, which could then be sited at more convenient locations within the development compared with a larger centrally located facility.

Parking for the Mobility Impaired

B33. Parking bays for the mobility impaired should be conveniently located and clearly signed. Their location should take into consideration the distances that potential users may be capable of walking to reach the facilities they desire. The generally accepted guidelines of walking distances for different degrees of mobility are:

Visually Impaired	150 metres
Wheelchair Users	150 metres
Ambulatory Impairment Without a Walking Aid	100 metres
Ambulatory Impairment With a Walking Aid	50 metres

B34. Parking bays for the mobility impaired should be designed so that drivers and passengers, either of whom may be impaired, can get in and out of the vehicle easily and safely. They need to be designed to encompass a wide range of mobility impairments. They

should also ensure easy access to and from the side and rear of the vehicle and protect the mobility impaired from moving traffic.

B35. Typical layouts of parking bays for the mobility impaired are shown in Figure 8. Off-street parking bays that are parallel to the access aisle, making access available from the side, should be at least 6.6m long and 2.4m wide. The additional length will allow access to the rear of the vehicle where wheelchairs are often stored. Access from the side should be unencumbered by street furniture.

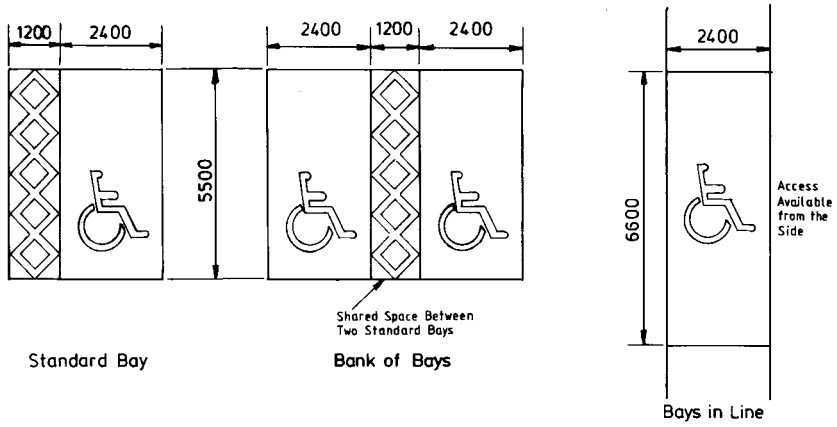

Figure 8 Layout of Designated Parking Bays for the Mobility Impaired

B36. Off-street parking bays that are perpendicular to the access aisle should be at least 5.5m long and 2.4m wide with an additional width of at least 1.2m along one side. This should allow sufficient width for wheelchair access between vehicles and enable vehicle doors to be fully opened. Where bays are adjacent to each other the 1.2m access area can be utilised to serve parking bays on either side.

B37. Parking bays for the mobility impaired should be located as near as possible to a suitably designed entrance/exit to the development. Access to and from the parking bays should also be free from steps, obstructions and steep slopes.

B38. Where changes in level between the car park and development have to be overcome a ramp should be provided. These should be short, preferably with a gradient of 5% (1 in 20) or less but not exceeding 8% (1 in 12). Where steps are provided they should have edges with a strong colour contrast. Both ramps and steps should be provided with handrails on both sides and should be well lit.

B39. Parking bays for the mobility impaired should be clearly signed both within and at the entrance to the car park. Using standard signs as set out in the Department for Transport document *Traffic Signs Regulations and General Directions* (2002) will provide a degree of consistency and are more likely to be widely understood by drivers. Further guidance on highways design for the mobility impaired is contained in the County Council's Code of Practice *Mobility Guidance Note (2004)*.

Motorcycle Parking

B40. In locating motorcycle parking, sites should be chosen that are well drained, particularly if ground anchors are provided. The surface should, as far as practical, have no, or only a slight, gradient, have a non-slip surface and be firm enough to prevent stands sinking into the ground. Parking areas should only be provided to the rear of footways in exceptional circumstances and under the condition that they would not interfere with pedestrian movements or jeopardise pedestrian safety.

B41. Motorcyclists are prone to the same personal security concerns as other transport users. Hence, good lighting will increase confidence in both personal and vehicle security. Where possible the parking should be located in areas that will regularly be observed and

consideration should be given to protecting areas with bollards or some similar restriction to discourage theft.

B42. It is often not possible to pass a lock through a motorcycle frame. Hence any anchor point needs to be at a suitable height for locking the wheel. Two basic types of anchor points can be used to provide secure parking for motorcyclists:

- **Ground Level** – the anchor point remains below the surface, often concealed by a hinged steel plate set flush with the surface. The plate is raised by the user allowing a loop to be lifted up and the users own lock passed through. Consideration should be given to the potential hazard that could be caused as a result of the anchor being left upstanding or jammed in the raised position. Anchor points of this type will require regular maintenance.
- **Raised** – a horizontal bar is provided at a height of approximately 400-600mm above ground. This is generally provided at the edge of the carriageway. It can represent a trip hazard or impediment if installed along the edge of footways. Provision should be integrated with pedestrian railings or protected by means to safeguard pedestrians, particularly those with impaired vision.

Appendix C: Sources of Advice/Contacts

Kent Highway Services (KHS) operate from three divisional offices: West Kent, Mid Kent and East Kent, and from headquarters in Maidstone. This allows the service to combine local transport knowledge with a consistent cross-county approach to all highway matters. To contact KHS:

Kent Highway Services
Kent County Council
Invicta House
County Hall
Maidstone
Kent ME14 1XX
Tel: 08458 247 800

West Kent Area Office

(covering Dartford, Gravesham, Sevenoaks and Tonbridge & Malling)

Bob White
Development Manager
Joynes House
New Road
Gravesend
DA11 0AT

Tel: 01474 544025
Fax:
E-mail: bob.white@kent.gov.uk

Mid Kent Area Office

(covering Ashford, Maidstone, Swale and Tunbridge Wells)

David Barton
Development Manager
Doubleday House
St. Michael's Close
Aylesford
ME20 7BU

Tel: 01622 798336
Fax: 01622 798333
E-mail: david.barton@kent.gov.uk

East Kent Area Office

(covering Canterbury, Dover, Shepway and Thanet)

Nasser Sarrafan
Development Manager
2 Beer Cart Lane
Canterbury
CT1 2NN

Tel: 01227 825374
Fax: 01227 825380
E-mail: nasser.sarrafan@kent.gov.uk

NB

Please note that in 2007, the Area Offices are due to relocate. If in doubt, please contact the Contact Centre on 08458 247 247 or email the divisional offices:
westkent.highways@gov.uk
midkent.highways@kent.gov.uk
eastkenthighways@kent.gov.uk