

GUIDANCE TABLE FOR RESIDENTIAL PARKING

| LOCATION | CITY/TOWN CENTRE | EDGE OF CENTRE | SUBURBAN | SUBURBAN EDGE/VILLAGE/RURAL |
|-------------------------------------|--|---|---|---|
| ON-STREET CONTROLS | On-street controls preventing all (or all long stay) parking | On-street controls, residents' scheme and/or existing saturation (Note 3) | No, or very limited, on-street controls | No on-street controls, but possibly a tight street layout |
| NATURE OF GUIDANCE | MAXIMUM (Note 1) | MAXIMUM | MINIMUM (Note 6) | MINIMUM (Note 6) |
| 1 & 2 BED FLATS | 1 space per unit | 1 space per unit | 1 space per unit | 1 space per unit |
| FORM | Controlled (Note 2) | Not allocated | Not allocated | Not allocated |
| 1 & 2 BED HOUSES | 1 space per unit | 1 space per unit | 1 space per unit | 1.5 spaces per unit |
| FORM | Controlled (Note 2) | Allocation possible | Allocation possible | Allocation of one space per unit possible |
| 3 BED HOUSES | 1 space per unit | 1 space per unit | 1.5 spaces per unit | 2 independently accessible spaces per unit |
| FORM | Controlled (Note 2) | Allocation possible | Allocation of one space per unit possible | Allocation of one of both spaces possible |
| 4+ BED HOUSES | 1 space per unit | 1.5 spaces per unit | 2 independently accessible spaces per unit | 2 independently accessible spaces per unit |
| FORM | Controlled (Note 2) | Allocation of one space per unit possible | Allocation of both spaces possible (Note 7) | Allocation of both spaces possible (Note 7) |
| ARE GARAGES ACCEPTABLE? (Note 4) | Yes, but with areas of communal space for washing etc. | Yes, but not as a significant proportion of overall provision | Additional to amount given above only | Additional to amount given above only |
| ADDITIONAL VISITOR PARKING (Note 5) | Public car parks | Communal areas, 0.2 per unit maximum | On-street areas, 0.2 per unit | On-street areas, 0.2 per unit |

NOTES

1. Reduced, or even nil provision is encouraged in support of demand management and the most efficient use of land.
2. Parking/garage courts, probably with controlled entry.
3. Reduced, or even nil provision acceptable for rented properties, subject to effective tenancy controls.
4. Open car ports or car bays acceptable at all locations, subject to good design.
5. May be reduced where main provision is not allocated. Not always needed for flats.
6. Lower provision may be considered if vehicular trip rate constraints are to be applied in connection with a binding and enforceable Travel Plan.
7. Best provided side by side, or in another independently accessible form. Tandem parking arrangements are often under-utilised.