

Questions for the Options for Consultation on the Regional Spatial Strategy – Car Parking Standards

Introduction

This questionnaire has been made available in this format to enable you to think about or discuss your responses off line. Your comments can be recorded by completing SECTION 3 of this document. Please return to the consultation web site to up-load your final answers or post your responses to:

North West Plan Partial Review

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Section 1: Issues to be addressed

What are the key issues that need to be considered for the Partial Review?

In March 2007, the North West Regional Assembly commissioned the consultants Mouchel to undertake a review of the North West Regional Parking Standards. The Regional Parking Standards, set out in the Regional Spatial Strategy, provide the framework for the identification at a local level of appropriate parking provision for new developments.

The current parking standards have remained unchanged since the publication of RPG13 in 2003 and an undertaking was given to review them within 5 years.

Consequently the North West Regional Assembly, as part of the Partial Review of the Regional Spatial Strategy is proposing a revised set of standards, with the consultants report providing the evidence base upon which the proposed regional parking standards will be based.

Mouchel used a qualitative approach throughout the study to review regional practice in the development and application of parking standards of all types. The consultants report provided recommendations for the maximum parking standards in addition to developing an accessibility based tool through which parking requirements for individual sites will be assessed. The study also includes standards or guidance for all vehicles including cycle, motorcycle, coach, HGV and disabled parking requirements in addition to provision for cars.

Engagement with regional stakeholders was a fundamental element of the process with a comprehensive consultation process ensuring the views of key

organisations across the North West where taken into account in developing the proposed standards. A Project Advisory Group was created which allowed key stakeholders to review the study as it progressed as well as offering advice on how the guidance should be steered.

The final report can be downloaded at:

http://www.nwra.gov.uk/documents/?page_id=4&category_id=205

Links with other Policy Areas

Policy DP1 – Spatial Principles - In particular links to tackling climate change.

Policy DP2 – Promote sustainable communities

Policy DP3 – Promote sustainable economic development

Policy DP5 – Manage travel demand; reduce the need to travel and increase accessibility.

Policy DP6 - Marry opportunity and need - as success at achieving this will reduce the requirement for car parking.

Policy DP7 – Promote Environmental Quality - In particular managing traffic growth in order to mitigate the impacts of road traffic on air quality, noise and health.

Policy DP9 – Reduce Emissions and adapt to climate change - Focus on reducing carbon dioxide emissions from transport, in particular centring on car parking standards for residential and commercial development to reduce traffic growth.

Policy RDF1 – Spatial Priorities - In particular maximising the growth opportunities of Manchester, Liverpool and Central Lancashire to reflect their role as key economic drivers in the Region, their potential for enhanced economic growth, and their capacity to handle large scale new development in a sustainable way.

Policy W1 – Strengthening the Regional Economy - Ensuring the safe, reliable and effective operation of the region's transport networks and infrastructure in accordance with the policies of the Regional Transport Strategy.

Policy L4 – Regional Housing provision - Relevant as parking standards now encompass new residential developments.

Policy RT2 – Managing travel demand - Parking controls considered in the effective reallocation of road space in favour of public transport, pedestrians and cyclists.

Regional Economic Strategy

The latest Regional Economic Strategy was published in 2006.

Section 2: What has been decided

The recommendations in the consultants report, in particular the numerical standards, have been benchmarked against existing practice at both a local level within the North West and at a regional level across the rest of the UK. The main outcome of the review of parking standards has been the development of a more comprehensive regional policy with an accessibility tool and an expanded standards table.

The assessment tool enables account to be taken of accessibility both in terms of broad development locations and locally in the area immediately surrounding a development site. The broad development location is assessed through the allocation of the site into one of three Area Accessibility Categories (A, B or C) which provide the absolute maximum parking standards for different area types, whether it be a rural or urban location. A questionnaire is used to assess the accessibility of a development site which takes into account how easily it is accessed by different modes of transport. The score generated from the questionnaire is used to calculate the maximum parking standards.

The parking standards table has been significantly expanded from the existing table in RPG13 to take into account Use Classes Order, minimum parking standards for disabled drivers, bicycles, motorcycles, coaches as well as maximum standards for cars. The table also includes recommendations for residential developments.

Section 3: Options for Consultation

Option 1:

Keep existing parking standards as detailed in RPG13 and Draft RSS (see Table 1). This option would however fail to meet the commitment outlined in RPG13 to review parking standards every five years.

Question 1

1.1. Do you agree with the above option?

Yes (go to 1.1a)

In part (go to 1.1c)

No (go to 1.1b)

Don't know (go to 1.1c)

1.1a. If so why?

1.1b. If not, why not?

1.1c. Please explain your answer to Question 1.1?

1.2. What other policy changes are required to RSS to deliver this option and why?

1.3. In taking forward this option, what are the implications for:

A) Delivery?

B) Infrastructure provision?

C) Community and social issues?

D) Environment?

E) Economy?

Option 2:

Adopt the revised standards set out in the consultants report (see Table 2).

Question 2

2.1. Do you agree with the above option?

- Yes (go to 2.1a)
- In part (go to 2.1c)
- No (go to 2.1b)
- Don't know (go to 2.1c)

2.1a. If so why?

2.1b. If not, why not?

2.1c. Please explain your answer to Question 2.1?

2.2. What other policy changes are required to RSS to deliver this option and why?

2.3. In taking forward this option, what are the implications for:

A) Delivery?

B) Infrastructure provision?

C) Community and social issues?

D) Environment?

E) Economy?

Section 4: Sustainability Appraisal/ Habitats Regulations Assessment/ Equalities Impact Assessment/ Health Impact Assessment/ Rural Proofing considerations

Unlike other regions, the NW has not seen a reduction in the percentage of people using a car as the usual method of travel to work. More car commuters results in higher volumes of traffic and carbon emissions. Increasing provision of parking spaces per household is unlikely to reverse this trend, which needs to be taken in to account in supply of new housing (property size and location) and commuting, in addition to the location and scale of provision of affordable housing.

Table 1 - existing parking standards as detailed in RPG13 and Draft RSS

Existing Regional Parking Standards as set out in Draft RSS			
Land Use	PPG 13	Key Service Centres and Rural Areas ⁶	Regional Centres and Regional Towns and Cities ⁶
A1: Shops			
Food Retail	1 space per 14 sqm	1 space per 14 sqm	1 space per 16 sqm
Non-food Retail	1 space per 20 sqm	1 space per 20 sqm	1 space per 22 sqm
A3: Food and Drink			
Restaurant		1 space per 5 sqm of public floor area	1 space per 7 sqm of public floor area
Fast Food & Drive Through		1 space per 7.5 sqm of gross floor area ¹	1 space per 8.5 sqm of gross floor area ¹
B1: Business			
B1 including offices	1 space per 30 sqm		
Stand alone offices		1 space per 30 sqm	1 space per 35 sqm
Business Parks		1 space per 35 sqm	1 space per 40 sqm
B2: General Industry			
General Industry		1 space per 45 sqm	1 space per 60 sqm
B8: Storage and Distribution			
Storage and Distribution		1 space per 45 sqm	1 space per 45 sqm
C1: Hotels and Hostels			
Hotels and Hostels		1 space per bedroom including staff ³	1 space per bedroom including staff ³
D1: Non-Residential Institutions			
Medical and Health facilities		1 space per 2 staff plus 4 per consulting room	1 space per 2 staff plus 3 per consulting room
Higher and Further Education	1 space per 2 staff plus 1 per 15 students ⁵	1 space per 2 staff ^{2,4}	1 space per 2 staff ^{2,4}

D2: Assembly and Leisure			
Cinemas and Conference Facilities	1 space per 5 seats	1 space per 5 seats	1 space per 8 seats
Other leisure facilities	1 space per 22 sqm	1 space per 22 sqm	1 space per 25 sqm
Miscellaneous			
Stadia	1 space per 15 seats	1 space per 15 seats	1 space per 18 seats
<p>Notes:</p> <p>For predominantly drive-through/take-away establishments. For 'Drive-through' restaurants featuring significant seating then they should be considered as a conventional restaurant.</p> <p>To be backed up with a more detailed justification including 'Travel Plans' proposals.</p> <p>Additional facilities, such as leisure and conference facilities should be considered separately if appropriate.</p> <p>Parking for students should be included within this figure. Separate consideration would be required for any parking related to residential facilities.</p> <p>The standard for students relates to the total number of students attending an educational establishment rather than full-time equivalent number.</p> <p>These are defined in Table 1 of the Regional Development Framework (Chapter 7).</p>			