

PARKING GUIDELINES IN CUMBRIA

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Status of the Parking Guidelines

The Guidelines have been prepared by a Working Group of officers from the County Council,

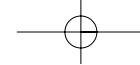
District Councils and National Park Authorities in Cumbria. Widespread consultation took place with organisations and bodies representing the public and others who would be affected by the Guidelines. They included, besides the nine participating authorities listed on the cover: the emergency services; representatives of business, trade and commerce; national retailers; land agents and developers; retailers; architects and planning consultants; parish councils; organisations representing users including pedestrians, cyclists and people with disabilities. All views expressed by consultees were considered in the preparation of the Guidelines which were formally approved by Cumbria County Council's Economy and Environment Committee on 11th June 1997 and have been adopted as Supplementary Planning Guidance by the six District Councils and two National Park Authorities in Cumbria.

1. Development Plan Context

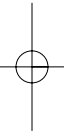
- 1.1 "Parking Guidelines in Cumbria" supersedes all previous published guidance in setting out advisory standards on the provision of service space, car, motorcycle and cycle parking to serve new developments (including changes of use and/or where necessary the rationalisation of existing layouts).
- 1.2 The Parking Guidelines have been prepared taking into account the relevant context provided by the Cumbria and Lake District Joint Structure Plan and the Government's guidance on parking as set out in Planning Policy Guidance Note 13. National policy indicates that levels of provision should, in circumstances such as where accessibility is good by means other than the private car, be reduced from that which would normally be required. The companion document to these Parking Guidelines, "Parking Guidelines in Cumbria - A Reduction Mechanism", to be published separately, will set out guidance on this process and identify those general localities where reduced levels of provision will be required. Local Planning Authorities will produce specific advice applying that guidance in due course.
- 1.3 The interpretation of the Parking Guidelines will be the responsibility of the relevant Local Planning Authority in consultation with the Highway Authority. Reference should also be had to the Local Plan for the area concerned.

2. National Planning Guidance

- 2.1 These Guidelines have been prepared in the context of national policy as expressed in Planning Policy Guidance 13, "Transport", March 1994. PPG 13 introduced a number of Government initiatives which affect the level of parking provision required in association with development proposals. The key aim of PPG 13 is stated as being:
- "to ensure that local authorities carry out their land-use policies and transport programmes in ways which help to:
- reduce growth in the length and number of motorised journeys;
 - encourage alternative means of travel which have less environmental impact; and hence
 - reduce reliance on the private car."
- 2.2 PPG13 states that the availability of car parking has a major influence on the choice of means of transport; it advises that local authorities should adopt planning policies to limit car parking provision for developments in order to discourage reliance on the car for work and other journeys, where there are effective alternatives.
- 2.3 While a certain level of off-street car parking may be necessary for a development to proceed without causing traffic problems, PPG13 indicates that local authorities should, in order to limit additional traffic congestion:
- set car parking guidelines as a range of maximum and operational minimum amounts for broad classes of development and location;
 - adopt reduced guidelines for car parking for locations which have good access to other means of travel;



- be flexible in the requirements for off-street residential parking space and reduce or waive them where necessary in order to provide quality and affordable high density development in areas of good access to other means of travel;
- in urban locations which enjoy a high level of accessibility by means other than the private car, not require developers to provide more car spaces than they themselves wish unless there are significant road safety or traffic management implications.



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- the non-operational guidelines represent a maximum acceptable level of provision, in accordance with PPG13. Local Planning Authorities will normally expect this provision to be made. For this guideline to be exceeded the authorities concerned would need to be convinced that exceptional circumstances apply;
- with respect to non-operational provision the principle will be that, in urban locations which enjoy a high level of accessibility by means other than the private car, developers will not be required to provide more car spaces than they themselves wish unless there are significant road safety or traffic management implications;
- the objective of residential parking guidelines is to ensure that the demand from residents and visitors can be met in a way which will not give rise to problems of residential amenity or road safety. While most new housing developments will require the provision of parking for both visitors and residents, such provision may be reduced or waived in locations with especially good public transport access and in situations where it would be impractical to provide off-street parking (for instance flats above shops);
- to assist in reducing crime, authorities in Cumbria seek to promote and encourage new development which dissuades criminal activity; developers should pay particular attention to producing car park layouts which maximise the safety and security of vehicles and travellers (and also have regard to quality of lighting, visibility and the possible provision of closed circuit television).

4. Reduced Levels of Provision

- 4.1 In accordance with national guidance, there are a range of circumstances in which the guideline levels of parking provision will be reduced, the developer being only permitted to provide a proportion of the maximum provision set out in the Guidelines. This will primarily be the case in locations which enjoy good existing or potential accessibility to a variety of means of transport. The requirement of PPG6 that guidelines differentiate between town centre and out-of-centre locations will also be a relevant consideration.
- 4.2 A separate report "Parking Guidelines in Cumbria - A Reduction Mechanism", to be published at a later date, will set out this process in detail and identify those general localities where reduction by a proportion of the maximum level of provision will be required. In due course, the Local Planning Authorities will produce detailed guidance on how such reductions will be applied within their respective areas.
- 4.3 The following points will be relevant to this process:
- operational provision will at all times need to be sufficient to ensure the operation of the enterprise or activity;
 - reductions may also be appropriate in environmentally sensitive areas such as conservation areas, where maximum provision would result in adverse environmental impact.

5. Commuted Payments

- 5.1 Within town centres there will be a preference for the provision of non-operational parking within public car parks. Also, on-site provision may be impracticable or conflict with a Transport Plan for the area. In such cases the authorities may seek commuted payments in lieu of parking provision at the development in order to make parking provision elsewhere or to assist with measures intended to improve accessibility by public transport, cycling or walking.
- 5.2 Commuted sum payments will normally be calculated on the basis of the number of spaces to be provided, taking into account the engineering and maintenance costs and the cost of land in the locality concerned. Details will be the subject of negotiation between the developer and the Local Planning Authority and will be set out in the form of an agreement under Section 106 of the Town and Country Planning Act 1990 or relevant subsequent legislation.
- 5.3 Commuted sum payments may only be sought as a contribution to identified parking or transport proposals. These may be identified in response to a particular development proposal or in an approved local transport plan or public transport plan for the area concerned. The Cumbria Transport Policies and Programme document which is revised on an annual basis also typically includes package bids for transport, traffic management, parking and environmental improvements in a number of towns or, through the work of the Lake District Transport Strategy, in rural locations within the National Park. These package bids may identify parking or access improvement projects which commuted sums will serve to assist.

6. Car Parking for Disabled People

- 6.1 In all new parking facilities, provision should be made for the needs of disabled people close to pedestrian entrances, in accordance with the Schedule of Guidelines. In some cases, such as individual shops and offices where only one space is required, it may be appropriate for such provision to be made in a grouped area in a nearby convenient location. Commuted sum payments will be applicable in such cases.
- 6.2 These spaces will need to be of larger than standard dimensions to cater for wheelchair users. Wheelchair user spaces should be 3.6m wide or, alternatively, a 1.2m zone of transfer should be provided between pairs of standard bays. All "disabled" spaces must be clearly identified (see also Technical Annex 1).
- 6.3 When considering the location of parking for disabled people consideration should be given to ease of access to any local "shopmobility" scheme.

7. Cycle Parking Guidelines

- 7.1 The Guidelines seek to encourage the growth of cycling as a healthy and environmentally friendly mode of transport. One important measure is to ensure the provision of sufficient cycle parking facilities.
- 7.2 The following points of guidance and clarification are made for developers:
- provision guidelines for all classes of development are expressed as minima; very persuasive arguments will be needed to justify a lower level of provision;

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- where a proposed development comprises a number of separate premises, for example a parade of shops, they may be aggregated for the purposes of guideline calculation;
- cycle spaces should be clearly signed and should be in locations which are level, well drained and free of falling sap, bird droppings, etc.;
- each pair of spaces must be provided with a "Sheffield" rack or one of equivalent robustness and offering equivalent security; parking should be in a well lit and readily visible location to assist security (or physically secure) and, where possible, within a building or at least covered (this is particularly important for staff parking);
- where long-stay provision is made, the use of cycle lockers should be considered, for example for use by commuters;
- the Guidelines are calculated to incorporate both operational needs for staff and non-operational needs for visitors (and, as appropriate, for residents);
- in town centres a possible alternative to individual provision may be a commuted sum contribution; this procedure may be considered on the basis that such contributions will be allocated solely for cycle parking or other measures to assist cycling.

8. Motorcycle Parking Guidelines

8.1 The Parking Guidelines indicate specific requirements for the provision of parking space for motor-cycles. Where required such provision should take into account the following design considerations:

- motorcycle parking places should be clearly signed and should be in locations which are level, well drained and free of falling sap, bird droppings, etc.;
- anchor points should be provided to facilitate the secure parking of motorcycles;
- manoeuvring should be facilitated by placing anchor points clear of any obstructions and by allowing sufficient space between anchor points to accommodate a range of size of motorcycles;
- anchor points should be sufficiently robust to offer a useful degree of protection from theft and be compatible with a wide range of motorcycles and locking devices. A height of 60 cm. above ground will accommodate a wide range of wheel sizes;
- "Sheffield" cycle parking rails have proved insufficiently substantial to withstand the greater weight of motorcycles, purpose designed security anchor points are therefore necessary.

9. Dimensions

9.1 The dimensions of parking spaces are described in Technical Annex 1 to the Guidelines. Key points are:

- car bays should measure a minimum of 4.8 m by 2.4 m with circulating aisles 6.0 m wide, where bays are set at 90 degrees;
- alternatively, an aisle between parking bays set at 45 degrees to the traffic flow may have a minimum width of 3.6 m;

SCHEDULE OF GUIDELINES

N.B. THE FOLLOWING NOTES APPLY TO ALL CATEGORIES OF PARKING SET OUT IN THE FOLLOWING SCHEDULE:

- Where parking for disabled people is provided, such provision will count towards any requirement which may be identified for non-operational parking.
- Service space should be located to allow vehicles to load and unload without inconvenience to other users of the site.
- Space for manoeuvring vehicles must be provided in addition to the service space specified.
- The dimensions of a delivery space will be determined by the size of the largest vehicle needed to serve the proposed activity.

Use Class A1: Shops

Type of Development	Essential Operational Parking	Essential Parking for Disabled People	Maximum Non-operational Parking		
			Cars	Motorcycles	Pedal Cycles
individual shops/ parades spaces	50 m ² of usable number equivalent service space per 500 m ² gross floor area	1 space or a number equivalent to 5% of car requirement whichever is the greater (see par. 6.1)	1 space per 30 m ² gross floor area	1 space per 30 m ² to 5% of car requirement when more than 20 car	a number equiva- to 10% of car requirement with minimum of 2 spaces necessary
food supermarkets to up to 2000 sq.m	50 m ² of usable service space per 500 m ² gross floor area PLUS turning space	as above	1 space per 15 m ² gross floor area	as above	number equivalent to 5-10% of car requirement
food supermarkets to over 2000 sq.m ment	50 m ² of usable service space per 750 m ² gross floor area PLUS turning space	as above	1 space per 10 m ² gross floor area	as above	number equivalent to 5% of car require-
non food retail to warehouses ment	50 m ² of usable service space per 750 m ² gross floor area PLUS turning space	as above	1 space per 20 m ² gross floor area	as above	number equivalent to 5% of car require-
garden centres	50 m ² of usable	as above	1 space per 20 m ²	as above	number equivalent

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Use Class A2: Financial and Professional Services

Type of Development	Essential Operational Parking	Essential Parking for Disabled People	Maximum Non-operational Parking		
			Cars	Motorcycles	Pedal Cycles
financial/professional services	number equivalent	nil	1 space or a number equivalent to 5% of gross floor area car requirement whichever is the	to 5% of car requirement when more than 20 car	1 space per 25 m ² a requirement with minimum of 2

spaces

greater

spaces necessary

Use Class A3: Food and Drink

Type of Development	Essential Operational Parking	Essential Parking for Disabled People	Maximum Non-operational Parking		
			Cars	Motorcycles	Pedal Cycles
public houses, wine bars, cafes, of car restaurants	1 delivery space number equivalent per establishment	1 space or a number equivalent to 5% of net dining area PLUS car requirement whichever is the	1 space per 3 m ² net public floor space	1 space per 5 m ² requirement when more than 20 car	a number equivalent to 5% of car to 10% requirement with more than 20 car

minimum of 2 spaces

greater

of bar area, additional

spaces necessary

requirement for public entertainment or beer gardens to be agreed

Use Class B1: Business

Type of Development	Essential Operational Parking	Essential Parking for Disabled People	Maximum Non-operational Parking		
			Cars	Motorcycles	Pedal Cycles
office, light industry, research & development	50 m ² of useable service space per 500 m ² gross floor area PLUS turning space	1 space or a number equivalent to 3% of gross floor area car requirement whichever is the	1 space per 3 m ² net public floor space	1 space per 5 m ² requirement when more than 20 car	a number equivalent to 5% of car to 10% requirement with minimum of 2

spaces

space

greater

spaces necessary

Use Class B2: General Industry

Type of Development	Essential Operational Parking	Essential Parking for Disabled	Maximum Non-operational Parking
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Use Class B8: Storage or Distribution

Type of Development	Essential Operational Parking	Essential Parking for Disabled People	Maximum Non-operational Parking		
			Cars	Motorcycles	Pedal Cycles
storage & distribution number equivalent less than 235 sq.m gross floor area	500 m ² gross floor area PLUS turning space	50 m ² of useable equivalent to 5% of car requirement whichever is the greater	1 space or a number gross floor area	to 5% of car requirement when more than 20 car spaces necessary	1 space per 25 m ² a to 10% of car requirement with minimum of 2
storage & distribution as above more than 235 sq.m gross floor area	as above service space per 250 m ² gross floor area PLUS turning space	50 m ² of useable equivalent to 3% of car requirement whichever is the greater	1 space or a number gross floor area	as above	1 space per 100 m ²
wholesale cash & carry	50 m ² of useable service space per 500 m ² gross floor area PLUS turning space	as above	1 space per 50 m ² gross floor area	as above	as above

- Consideration should be given to increasing the size of car parking spaces provided for wholesale cash and carry to permit usage by small vans.

- Provision of car parking spaces for 'club' style cash and carry proposals should be increased to 1 space per 25 m² gfa

Use Class C1: Hotels

Type of Development	Essential Operational Parking	Essential Parking for Disabled People	Maximum Non-operational Parking		
			Cars	Motorcycles	Pedal Cycles
hotels and lent guest houses	1 delivery space per 1 space per 5 staff establishment PLUS 1 car space per resident staff	1 space or a number equivalent to 5% of car requirement whichever is the greater	bedroom PLUS 1 space per 3 non residential staff (maximum number working at any one time) PLUS where appropriate bars/ restaurants open to public as A3 above PLUS where appropriate 1 space per 5 m ² of conference/function suites PLUS where	1 space per guest to 5% of car requirement when more than 20 car spaces necessary	a number equiva- PLUS minimum of 2 spaces for visitors

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Use Class C2: Residential Institutions

Type of Development	Essential Operational Parking	Essential Parking for Disabled People	Maximum Non-operational Parking		
			Cars	Motorcycles	Pedal Cycles
residential care number equivalent & nursing homes	1 delivery/ambulance 1 space per 5 staff space PLUS 1 car space per resident staff	equivalent to 5% of car requirement whichever is the greater	1 space or a number of bedspaces PLUS 1 space per 3 non residential staff (maximum number working at any one time)	to 5% of car requirement when more than 20 car spaces necessary	1 space per 4 a PLUS minimum of 2 spaces for visitors
hospitals of with a spaces	50 m ² of useable service space per 250 m ² gross floor area PLUS turning space PLUS access for ambulance	as above	2 spaces per 3 bedspaces PLUS 3 spaces per consulting room (including accident and emergency) PLUS 1 space per 2 staff	as above	1 space per 5 staff PLUS number equivalent to 10% car requirement minimum of 2
residential schools, colleges & training centres	1 coach space PLUS 1 car space per resident staff	as above	1 space per 3 non resident staff (maximum number working at any one time) PLUS collection space to be agreed PLUS 1 visitor space per 3 classrooms where no collection space provided PLUS 1 space per 10 students aged 17+	as above	1 space per 5 staff PLUS 1 space per 4 students

- Provision of car parking for residential care and nursing homes assumes reasonably liberal visiting times
- Provision of car parking for hospitals assumes controlled visiting times
- Provision of car parking for any nursing/medical staff homes will be agreed as per residential standards

Use Class C3: Dwelling Houses

Type of Unit or Development	Provision for Residents	Visitors	Disabled People	Pedal Cycles
1 bedroom	1.5 spaces per unit (preferred mix = 1 sp in owners control & 0.5 sp in communal parking)	1 space per 5 units	1 space in every 10 grouped spaces	
2 bedrooms	2 spaces per unit (preferred mix = 1 sp in owners control & 1 sp in communal parking)	as above	as above	
3 & 4 bedrooms	2.5 spaces per unit (preferred mix = 2 sp in owners control & 0.5 sp in communal parking)	as above	as above	
5+ bedrooms	3 spaces per unit (preferred mix = 2 sp in owners control & 1 sp in communal parking)	as above	as above	
sheltered housing units non-wardened	1 space per unit	as above	1 space in every 5 grouped spaces	1 stand per 10 with minimum of 2 spaces
sheltered housing wardened	1 space per 4 units PLUS 1 space per resident staff PLUS access for ambulance	as above	as above	as above

- A garage may form part of this provision only if it can accommodate domestic storage as well as parking a car, for example if its minimum internal size is 7.0m x 3.0m or equivalent
- Where all spaces are within the curtilage or under the direct control of the occupiers, a significantly higher level of overall provision will be necessary
- Where all spaces are provided in communal grouped parking a lower level of provision may be possible
- Communal provision should be well lit, convenient for users and should be located where it may be overlooked by residents to aid security
- No provision for visitor parking is likely to be necessary in town centres or urban developments where there is easy access by public transport and from public car parks; resident parking may also be reduced but should still remain a minimum requirement of 1 space per dwelling
- In rural areas where public transport is largely absent and where walking to the nearest shops and facilities is not realistic a higher level of provision may be appropriate
- Car parking may be reduced in circumstances where it can be demonstrated that the occupants are likely to have low

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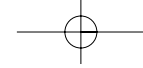
Use Class D1: Non-Residential Institutions

Type of Development	Essential Operational Parking	Essential Parking for Disabled People	Maximum Non-operational Parking		
			Cars	Motorcycles	Pedal Cycles
health centres, lent doctors, dentists & veterinary surgeries etc.	1 space per minimum of 2 spaces practitioner making external visits (maximum number working at any one time)	1 space or a number equivalent to 5% of car requirement whichever is the greater	consulting room PLUS 1 space per 3 other staff	3 spaces per to 5% of car requirement when more than 20 car spaces necessary	a number equivalent per consulting room
nurseries & primary schools	on merits	as above	1 space per 3 staff (maximum number working at any one time) PLUS 1 visitor space per 3 classrooms PLUS space to collect children to be agreed	as above	1 space per 5 staff provision for students on merit
secondary schools, sixth form colleges	minimum 1 coach space more to be agreed as appropriate	as above	1 space per 3 staff (maximum number working at any one time) PLUS 1 visitor space per 100 students PLUS 1 space per 10 students aged 17 + PLUS space to collect students to be agreed	1 space per 10 students aged 17+	1 space per 5 staff PLUS 1 space per 4 students
further education	as above	as above	1 space per 3 staff (maximum number working at any one time) PLUS 1 visitor space per 100 students (maximum number present at any one time) PLUS 1 space per 5 students PLUS space to collect students to be agreed	1 space per 5 students	as above
day care centres/ special schools	1 ambulance or 1 space per 5 staff mini-bus space	1 space or a number equivalent to 5% of car requirement whichever is the greater	PLUS 1 per 4 persons attending centre	1 space per 3 staff requirement when more than 20 car spaces necessary	a number equivalent to 5% of car requirement
libraries, museums, art galleries	1 space for a 7m lorry	as above	1 space per 30 m ²	as above	a number equivalent to 5-10% of car requirement

- Doctors surgeries and health centres may need to provide access that can be used by an ambulance
- Higher provision of student car parking at further education establishments reflects more likelihood of students to be older and in part time study and therefore to own a car. Where sixth form colleges have a high proportion of students in part time study car parking provision should be increased accordingly
- Appropriate provision should be made at educational premises for parking the establishment's own mini-bus together with service space for school buses
- Appropriate provision should be made at places of worship for access and parking of funeral and wedding vehicles

Use Class D2: Assembly and Leisure

Type of Development	Essential Operational Parking	Essential Parking for Disabled People	Maximum Non-operational Parking		
			Cars	Motorcycles	Pedal Cycles
cinema, theatres lent	50 sq.m of useable number equivalent service space or more if agreed	1 space or a number equivalent to 5% of car requirement whichever is the greater	PLUS 1 space per 3 seats PLUS bar/ restaurant as A3 above	1 space per 3 staff to 5% of car requirement when more than 20 car spaces necessary	a number equiva- lent to 5-10% of car requirement
stadia/sports facilities	on merits	as above	on merits	as above	as above



TECHNICAL ANNEX

1. Layout and Dimensions of Car Parking Areas

1.1 These requirements are based on the guidance in Design Bulletin 32 (Second Edition 1992).

Private Driveways

1.2 Driveways serving dwellings should meet the following requirements:

- a) they should be long enough for a car to park without projecting onto a footway or shared surface or preventing any garage door from opening. This length should be 6m or more, plus a length to enable any gate to open inwards (Figures 1 and 2). A shorter length (3m) may be acceptable where a few dwellings are served by a shared

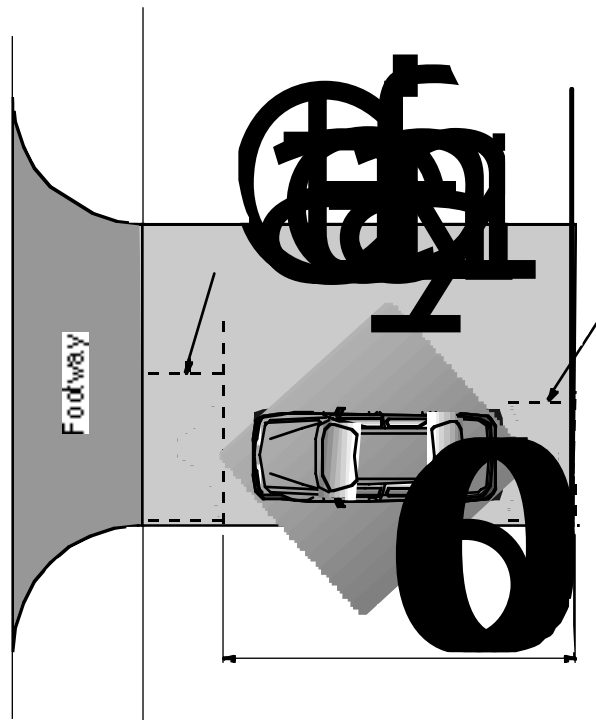


FIG 1 Driveway with access to garage

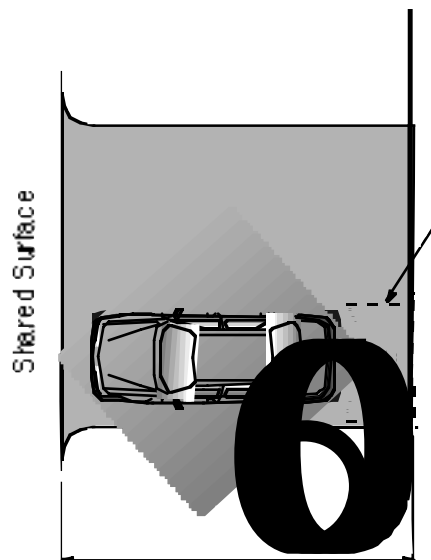


FIG 2 Driveway with access to garage

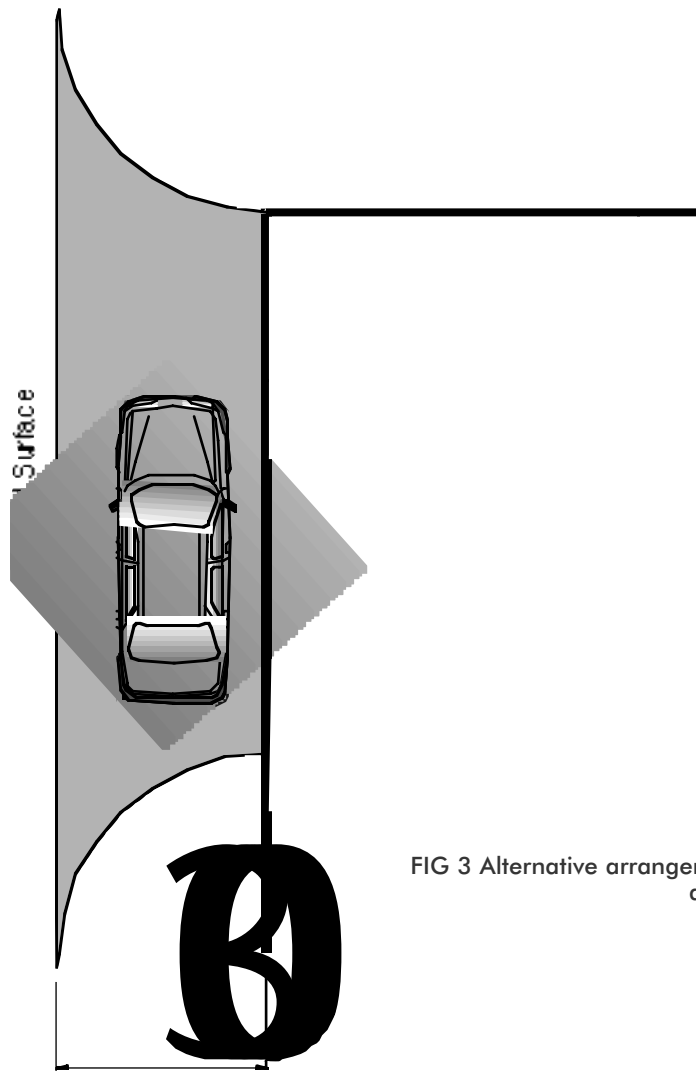
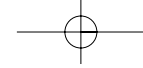


FIG 3 Alternative arrangement where few dwellings served

- b) they should normally be wide enough to allow access to both sides of the parked car and provide a pathway to the house; a minimum of 3.2m should be sufficient. If the driveway does not serve as a pathway to the house the width may be reduced (min 3.0m), with a further reduction (min 2.6m) if access is to only one side of the car;
- c) special consideration should be given to the widths and lengths of driveways at dwellings designed for occupation by wheelchair users;
- d) the gradient of a driveway for the first 6m back from the carriageway edge should preferably be less than 1 in 10 with a maximum of 1 in 8.



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Parking Spaces

1.3 A standard parking space is 4.8m long by 2.4m wide. Parking spaces in grouped parking should normally have the following dimensions:

- a) when parallel to and contiguous with carriageways they should be 6m long by 2m wide, or 2.4m wide where there is no footway or paved margin alongside (Figure 4);

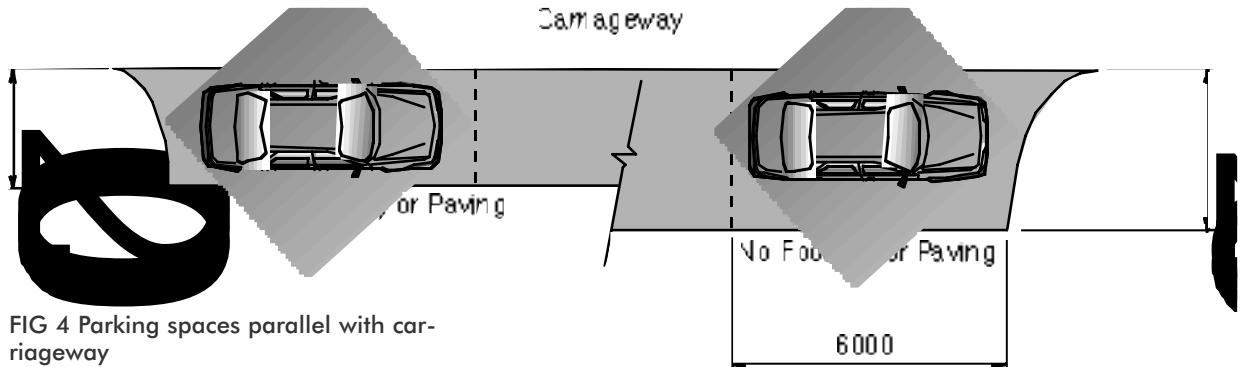


FIG 4 Parking spaces parallel with carriageway

- b) when at right angles to and contiguous with carriageways they should be at least 4.8m long by 2.4m wide, with at least 6m in front of the spaces to allow for manoeuvring and an additional 800mm strip at the back for vehicle overhang (Figure 5). Such an arrangement is normally only suitable along roads serving up to 100 dwellings.

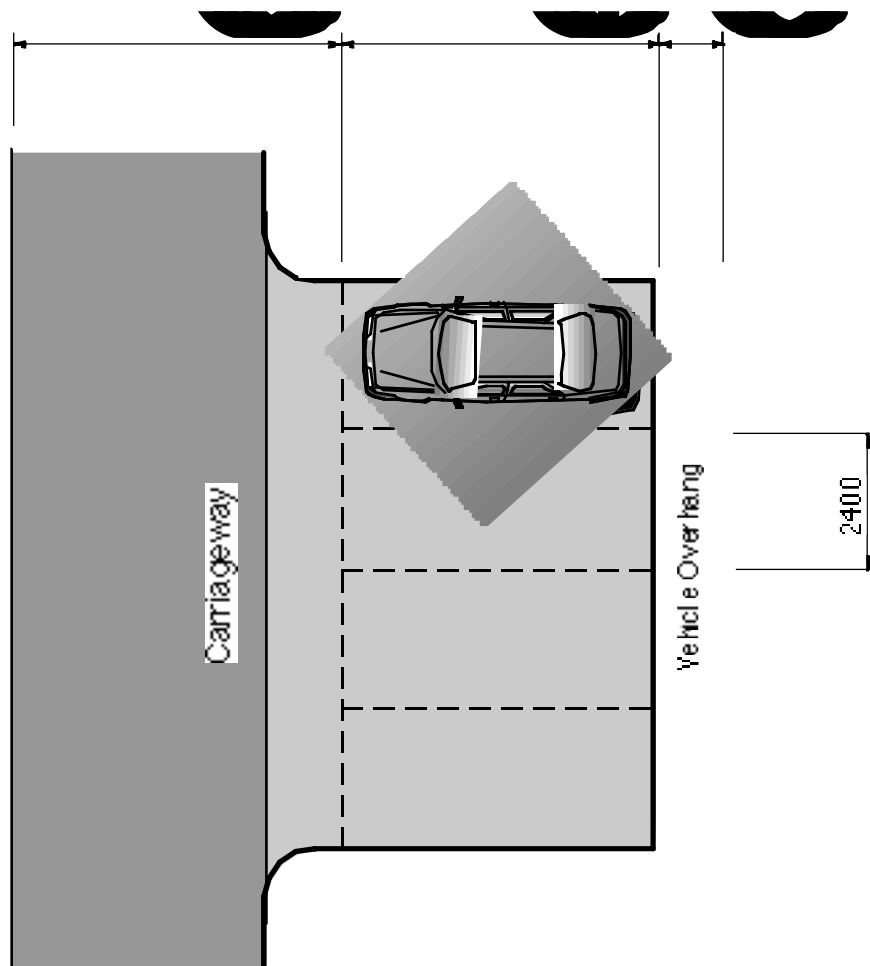


FIG 5 Parking spaces at right angles with carriageway

Communal Grouped Parking Areas

1.4 Dimensions for spaces in a 90 degree layout are given in Figure 6. The forecourt depth can be reduced from 6m to 5.5m by widening the spaces from 2.4m to 3m. Echelon parking at various angles is less preferable and should not be used where the forecourt forms a dead end. Parking space depths (D) and forecourt depths (A) for echelon parking are given below:

Angle	D	A
60 degree	5.4m	4.2m
45 degree	5.1m	3.6m
30 degree	4.5m	3.6m

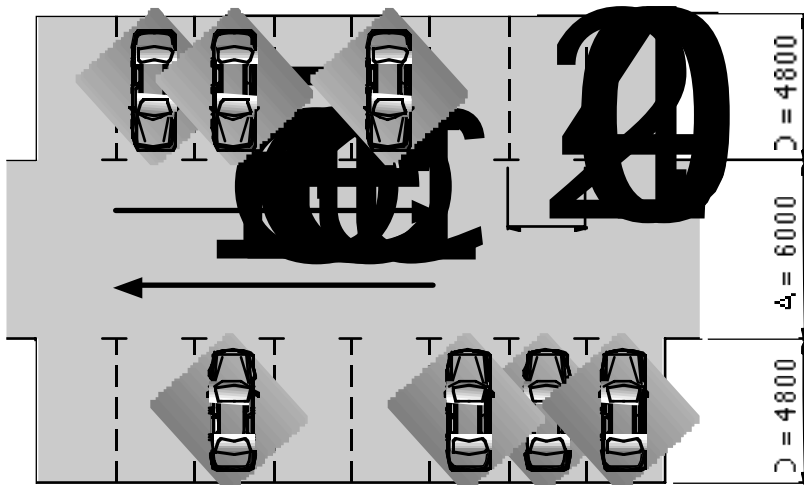


FIG 6 Grouped parking area - 90° layout

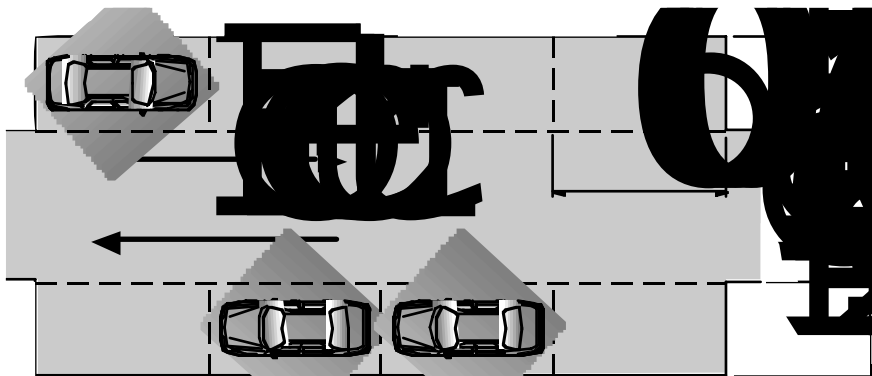


FIG 7 Grouped parking area - parallel layout

1.5 Dimensions for spaces in parallel formation are given in Figure 7. The depth (D) can be reduced from 2.4m to 2m where the space is bounded by a footway or verge with a minimum width of 400mm (or 800mm if used for pedestrian access to cars). The forecourt depth (A) may be reduced to 3.5m for one-way traffic.

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- 1.6 Forecourt dimensions between two rows of grouped garages are given in Figure 8. The forecourt depth (A) of 7.3m may be reduced to 6.5m if 3m wide garages (with correspondingly wider doors) are provided. If the forecourt is a dead end an additional length for turning of 3m or at least 1m should be provided. With a single row of garages the forecourt depth (A) can be reduced to 6.8m if vehicles can overhang a footway or verge by at least 500mm when reversing (Figure 9).

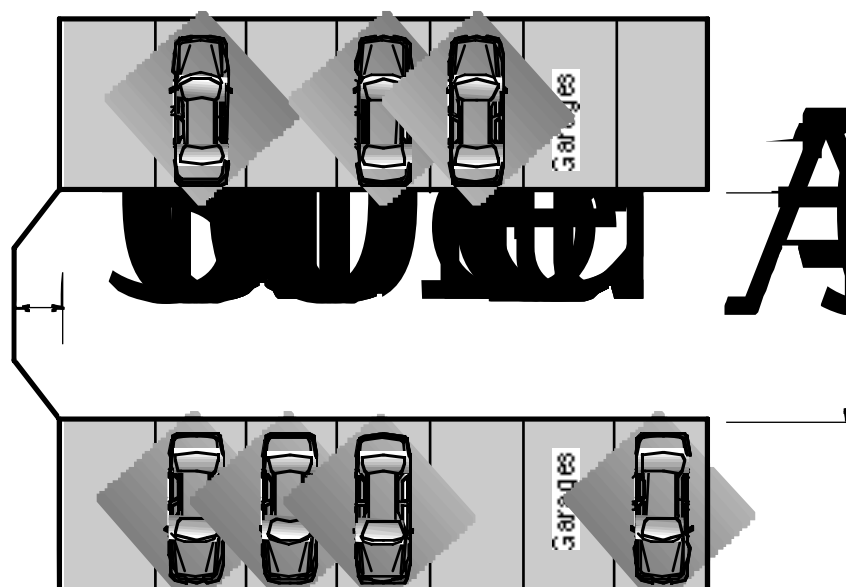


FIG 8 Grouped garages

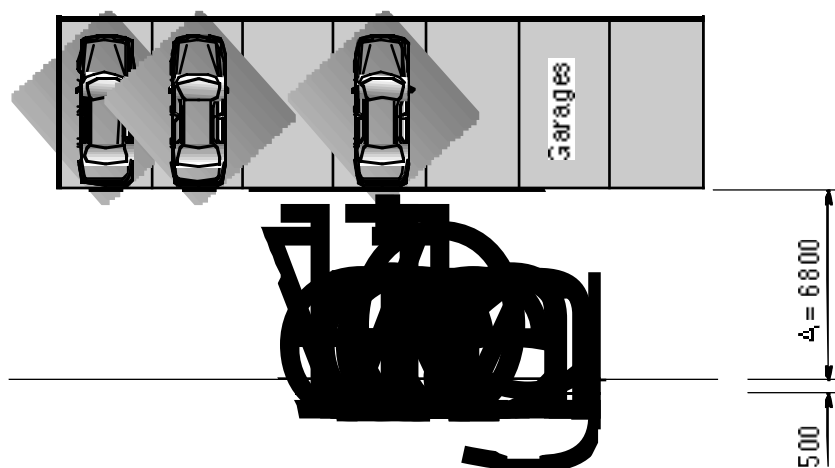


FIG 8 Grouped garages

Demarcation

- 1.7 Suitable materials should be used to indicate the boundaries of parking spaces, grouped parking areas and adopted areas in ways that are permanent, attractive and self explanatory. This can include changes of surface materials and rows of setts or paving blocks. Road marking material or paint will not be appropriate.

2. Access to Grouped Parking Areas

Width

- 2.1 Driveways serving up to 25 grouped garages or parking spaces may be 3m wide, with 4.1m wide passing spaces where necessary. Driveways serving more than 25 spaces should be 4.1m wide.

Vertical Clearances

- 2.2 Vertical clearances should suit the vehicles using the parking area. Minimum clearance should be 2.1m in areas intended only for cars, with greater clearances at changes of slope. Other clearances that may be relevant are:
- Small service vehicles 2.5m
 - Touring caravans 2.8m
 - Motor caravans 3.3m
 - Fire appliances 4.0m
 - Most large service vehicles 4.1m
 - The largest service vehicles 4.5m
- 2.3 Public roads without a signed height limit require a minimum headroom of 5.3m with new construction (maintained headroom 5.03m) and 5.7m under footbridges.

3. Parking for Disabled People

- 3.1 Parking spaces specifically for disabled people should be positioned as near as practicable to the dwelling or other destination. They should be clearly marked as being solely for the use of disabled people.
- 3.2 The dimensions of parking spaces should provide the standard car parking space of at least 4.8m long by 2.4m wide plus additional space as follows (Figure 10):
- a) where the spaces are parallel to the access forecourt and access to the cars is available from the side, an extra length of at least 1.8m; or
 - b) where the spaces are at right angles to the access forecourt, an extra width of at least 1.2m. Where spaces for disabled people are adjacent to each other, space can be

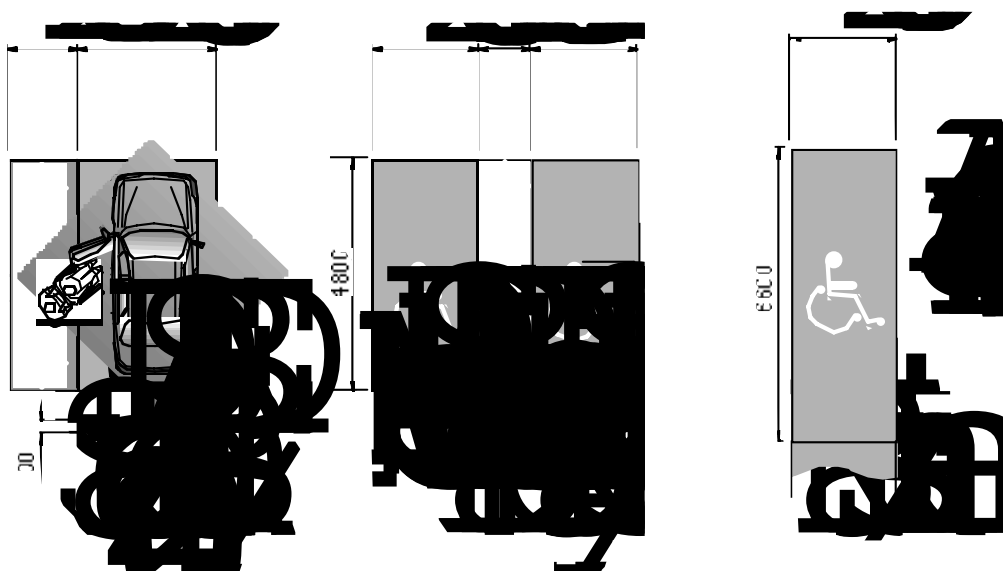


FIG 10 Parking for disabled people

Parking Guidelines in Cumbria

- 3.3 Spaces should be as level as possible with a maximum crossfall of 1 in 40. There should be a dropped kerb (maximum upstand 10mm) at least 1m long near all parking for wheelchair users to allow access to the footway.
- 3.4 More guidance can be found in the parking standards publication "Parking Guidelines for Cumbria" and in the following reference material:
1. Traffic Advisory Leaflet 5/95 "Parking for Disabled People" - Department of Transport 1995.
 2. "Reducing Mobility Handicaps" - Institution of Highways and Transportation 1991.

4. Cycle Parking

- 4.1 Section 7 of the main document, together with the associated Schedule of Guidelines, details circumstances in which cycle parking provision should be made. Cycle parking requirements at various types of development will vary depending upon the anticipated length of stay of users. It may, for example, be preferable to make provision of secure lockers for long-term parking as an alternative to open, secure stands. High quality provision of this type which reflects the needs of users is likely to promote a higher level of cycle usage.

Location

- 4.2 Cycle parking should be located as near as possible to the destination served, in secure positions where surveillance by staff, residents or passers-by will deter theft. Ideally stands should be under shelter or within a building.

Type of Stand

- 4.3 Cycle parking shall be by means of stands that cycles can lean against without falling over and which allow at least the frame, and preferably both wheels, to be locked to a fixed structure. This can be provided by hoop stands, each giving two cycle spaces, or an arrangement of hoops built into a wall, giving single spaces. The preferred type is the

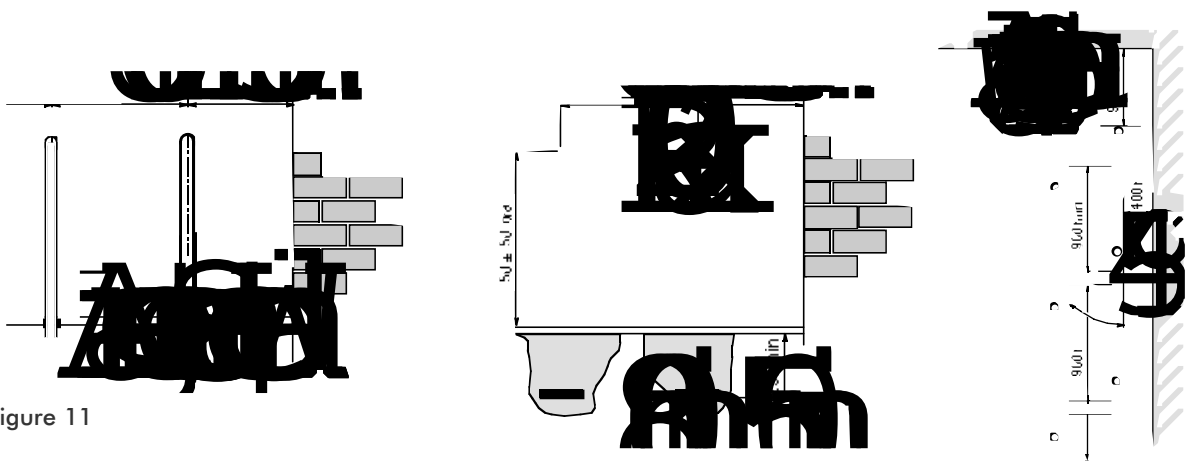


Figure 11

- 4.4 Cycle racks regarded as "wheel benders", such as butterfly holders and paving slots, will not be approved; neither will designs which require the cycle to be lifted.

Further Advice

- 4.5 The Cyclists' Touring Club (CTC) publishes a Technical Note on Cycle Parking and can provide further information, including names of suppliers of suitable parking stands. Their address is: Cyclists' Touring Club, Cotterell House, 69 Meadow, Godalming, Surrey, GU7 3HS. Tel: (01483) 417217. Advice on cycle parking can also be found in "Cycle-friendly Infrastructure - Guidelines for Planning and Design", published by the