

Topic paper: Parking Standards

June 2022

To accompany Guildford borough Submission Local Plan: Development Management Policies



Alternative formats

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1. Purpose of this topic paper

- 1.1 This topic paper sets out how draft Policy ID11: Parking Standards within the Guildford borough Local Plan: Development Management Policies (LPDMP) has been developed. The topic paper looks at the relevant national and local guidance, evidence, feedback and good practice which has informed the development of draft policy.
- 1.2 The intention is to provide background information; topic papers do not contain any policies, proposals or site allocations. This topic paper has been produced to provide background information to inform the consideration of the policy in the Submission LPDMP in the Local Plan examination.
- 1.3 Draft versions of this Topic Paper were published as part of the Regulation 19 publication and this version has been updated and finalised for the submission stage.
- 1.4 This topic paper covers the development of policy, for both residential and non-residential development, related to:
 - Car parking standards, including the proportion of allocated/ unallocated spaces
 - Provision of electric vehicle charging points
 - Promotion of low-car and car-free development
 - Cycle parking standards
 - Parking provision for disabled drivers and passengers

2. Policy context

National policy

- 2.1 Policies must be positively prepared, justified, effective and consistent with national policy and legislation. The National Planning Policy Framework (NPPF) (Ministry of Housing, Communities and Local Government (MHCLG), 2021)¹ sets out the Government’s planning policies for England and how these are expected to be applied, and is supported by Planning Practice Guidance (MHCLG, various dates).²
- 2.2 The NPPF includes a section on “Promoting sustainable transport”, which includes national policy on car parking standards, the provision of electric vehicle charging points and cycle parking. Key extracts are set out in ‘Appendix A: Key extracts on parking from the NPPF (2021)’ of this Topic Paper.
- 2.3 The first NPPF, published in 2012, shifted the responsibility of determining vehicle parking standards towards local planning authorities. This required councils to take into account the individual characteristics of each development when setting standards. This includes the type, mix and use of the development, accessibility, availability and opportunities for public transport, local car ownership levels, and an overall need to reduce high-emission vehicles. A [Ministerial statement in 2015](#) additionally required that Local Planning Authorities should only impose maximum parking standards for residential and non-residential development where there is clear and compelling justification that it is necessary to manage their local road network.³ The relevant section of this statement is set out in ‘Appendix B: Extract on “Parking: helping local shops and preventing congestion” from the written statement to Parliament: Planning update (March 2015)’. This statement was incorporated into the second NPPF (2018) and is retained in the 2019 and 2021 versions, together with a further potential rationale that maximum parking standards could be set in order to optimise the density of development in city and town centres and other locations that are well served by public transport.

Local Policy

Local Plan: Strategy and Sites (2019)

- 2.4 The [Guildford borough Local Plan: Strategy and Sites \(2015-2034\)](#) was adopted by the Council on 25 April 2019 following examination by the Planning Inspectorate. ‘Policy ID3: Sustainable transport for new developments’ states, in relation to parking:

¹ Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1005759/NPPF_July_2021.pdf

² Available at: <https://www.gov.uk/government/collections/planning-practice-guidance>

³ Available at: <https://www.gov.uk/government/speeches/planning-update-march-2015>

POLICY ID3: Sustainable transport for new developments

[...]

- 2) New development will be required, in so far as its site's size, characteristics and location allow, to maximise:

[...]

- b) the provision of secure, accessible and convenient cycle parking

[...]

- 4) In terms of vehicular parking for new developments:

- a) Off-street vehicle parking for new developments should be provided such that the level of any resulting parking on the public highway does not adversely impact road safety or the movement of other road users.

- b) Consideration will be given to setting maximum parking standards for Guildford town centre in the Parking Supplementary Planning Document.

- 5) The provision and/or improvement of a car club by a new development will be supported if appropriate.

- 6) New development will be required to provide and/or fund the provision of suitable access and transport infrastructure and services that are necessary to make it acceptable, including the mitigation of its otherwise adverse material impacts, within the context of the cumulative impacts of approved developments and site allocations. This mitigation:

- a) will maintain the safe operation and the performance of the Local Road Networks and the Strategic Road Network to the satisfaction of the relevant highway authorities, and
- b) will address otherwise adverse material impacts on communities and the environment including impacts on amenity and health, noise pollution and air pollution.

[...]

Neighbourhood Plans

- 2.5 Neighbourhood Planning enables Neighbourhood Forums and Parish Councils to develop a plan setting out a vision and non-strategic planning policies for their designated neighbourhood area. Those Neighbourhood Plans which are successfully adopted will form part of the statutory development plan for the area that they cover.
- 2.6 Neighbourhood Plans may include local parking standards. As of June 2022, the adopted Neighbourhood Plans for Burpham, Effingham, Lovelace, Send, Puttenham and West

Clandon include parking standards, and the Plans for East Horsley and West Horsley include site policies with parking elements.

- 2.7 Those Plans with car parking standards set minimum car parking standards to be applied to new residential development within these neighbourhood areas or refer to Surrey County Council's (SCC) Vehicular and Cycle Parking Guidance (2018).⁴ The approach to the inclusion of bay and garage dimensions as well as Electric Vehicle Charging Point (EVCP) provision and cycle parking standards varies between Plans. A breakdown of the elements included in each adopted Neighbourhood Plan is contained in Table 1 below. Where a Plan does not contain a certain element of the parking topic, the cell is marked with a '- '.
- 2.8 Further information on neighbourhood planning is available [here](#).⁵

⁴ These standards have been superseded by SCC's Vehicle, Cycle and Electric Vehicle Parking Guidance for New Development (2021) which updates EVCP guidance from that in previous standards. Instructions as to how to obtain a copy are available online at: <https://www.surreycc.gov.uk/roads-and-transport/policies-plans-consultations/transport-plan/surrey-transport-plan-strategies/parking-strategy>

⁵ Available at: <https://www.guildford.gov.uk/neighbourhoodplanning>

Table 1. Overview of parking standards contained within adopted Neighbourhood Plans

Neighbourhood Plan	Status	Residential car parking standards	Non-residential car parking standards	Car parking space/ bay dimensions	Garage dimensions	Residential cycle parking standards	Non-residential cycle parking standards	Electric Vehicle Charging Standards	Site policies with parking element
Burpham	Adopted 2016	B-T1	B-T1	B-T1	B-T1	-	-	-	B-C1, B-AT3, B-AT4
Effingham	Adopted 2018	ENP-R1	-	-	-	ENP-ENV5	ENP-ENV5	ENP-ENV5	ENP-C2, ENP-C3, ENP-C6
East Horsley	Adopted 2018	-	-	-	-	-	-	-	EH-INF3 EH-H3, EH-H4, EH-H5, EH-H7 (a) (b), EH-INF1
West Horsley	Adopted 2018	-	-	-	-	-	-	-	WH2, WH7
Lovelace	Adopted 2021	LNPI4	LNPI4	LNPI4	LNPI4	-	LNPI4	LNPI2	LNPI5
Puttenham	Adopted 2021	P-TI2	-	P-TI2	-	-	-	P-TI4	P-TI3, P-HA1, P-HA2, P-BE1, P-BE2
Send	Adopted 2021	Send 8	-	-	-	-	-	Send 7	-
West Clandon	Adopted 2022	Policy 8	-	-	-	-	-	Policy 8	Policy 2

3. Consultation representations

- 3.1 As part of developing the LPDMP, consultation has taken place at the following formal stages to date:
- Regulation 18⁶ Issues, Options and Preferred Options (3 June – 22 July 2020) – which identified a range of issues and potential options and outlined the preferred approach for how these issues should be addressed in policies.
 - Regulation 19⁷ Proposed Submission Local Plan: Development Management Policies (7 January – 18 February 2022) – the proposed submission version of the plan.
- 3.2 The Council received representations from individuals, organisations and parish councils regarding the Plan’s preferred approach to Policy ID11 at the Regulation 18 stage. Some of these comments directly resulted in revisions to the preferred approach before it was consulted on a second time (Regulation 19). The main issues raised during the Regulation 18 consultation, together with responses, are set out in the accompanying [Consultation Statement](#).⁸
- 3.3 The Council also engaged directly with Surrey County Council’s Transport Development Planning team to ensure the direction and wording of draft Policy ID11 could be used effectively in the determination of planning applications.
- 3.4 Representations received as part of the Regulation 19 consultation, the main issues raised, together with responses are set out in the accompanying [Consultation Statement](#).⁹
- 3.5 The Council simultaneously undertook a consultation on the Draft Parking Supplementary Planning Document (SPD) under Regulation 12 of the Town and Country Planning (Local Planning) (England) Regulations 2012. Consultation on the Draft Parking SPD took place between Friday 21st January and Friday 18th February 2022 (a four-week period).
- 3.6 The SPD provides detailed advice and guidance on Proposed Submission LPDMP “Policy ID11: Parking standards” and “Policy ID3: Sustainable transport for new developments” in the adopted Local Plan: Strategy and Sites 2015-2034 (2019). The reason for undertaking this consultation simultaneously with the LPDMP is discussed in more detail in Chapter 4 below.
- 3.7 Some of the comments made under the Draft Parking SPD consultation related to policy in the Proposed Submission LPDMP, specifically “Policy ID11: Parking Standards”. These comments were incorporated into the Proposed Submission LPDMP Regulation 19 stage Consultation Statement for completeness and ensured a holistic approach was taken so that comments were appropriately addressed in relation to the wider Local Plan context (in addition to the comments being considered as part of the Draft Parking SPD Consultation).

⁶ Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) (the ‘Local Planning Regulations 2012’).

⁷ Regulation 19 of the above.

⁸ Available at: <https://guildford.inconsult.uk/LPDMIO>

⁹ Available at: <https://guildford.inconsult.uk/LPDMP21>

4. Rationale for the Local Plan: Development Management Policies approach

- 4.1 There is no clear approach to the setting of parking standards across Local Planning Authorities with both a mix of DPDs and SPDs containing and setting parking standards. Currently in Guildford borough, the policy context in relation to existing parking standards is as described in Chapter 2, with several Neighbourhood Plans reflecting various levels of detail in their parking standards, alongside strategic Local Plan: Strategy and Sites Policy ID3 that seeks to avoid adverse impacts on road safety or the movement of other road users as a result of off-street parking provision, but without setting any specific standards. The non-statutory SCC Vehicle, Cycle and Electric Vehicle Parking Guidance for New Development (2021)¹⁰ also sets parking standards and whilst it may hold weight in decision-taking, it is not a Local Development Document.
- 4.2 As a result, there is a concern, specifically in relation to strategic sites, that Neighbourhood Plans may set car parking standards (generally minimums) that could compromise the Council's objectives for sustainable development at these sites (see section on Neighbourhood Plans below). If parking standards were contained within an SPD, Neighbourhood Plans would, as DPDs, take precedence in all instances. There is a desire by the Council to address this circumstance, which it considers can most appropriately be achieved through setting parking policy direction and numerical parking standards for strategic sites as a strategic policy within the Local Plan owing to their strategic importance. This also ensures that these standards are not superseded by any subsequent Neighbourhood Plans or their review.
- 4.3 Concurrently, the Council consider that there is value in providing clarity with regard to parking standards in relation to non-strategic sites in the borough. However, the inclusion of these standards in the Local Plan (as opposed to SPD) was considered to be potentially inflexible (in the context of changing circumstances) and problematic in terms of the proposed approach to allow primacy to Neighbourhood Plans and their setting of local parking standards.
- 4.4 Thus, for the non-strategic sites, the Council propose a more flexible approach, allowing for nimble adjustment of parking requirements responding to future trends. This is considered to be most appropriately achieved by including these standards within the draft Parking SPD, with the draft SPD referenced in Policy ID11. This approach also aligns with the intent to enable future Neighbourhood Plans to set their own local standards, alongside retaining those standards already set by Neighbourhood Plans (for non-strategic sites). It also provides clear and justified standards for areas that do not benefit from a Neighbourhood Plan along with the opportunity for a Neighbourhood Plan to partially or wholly 'hook in' SPD standards within its policies.
- 4.5 In this context, the policy direction of the parking standards topic has been set out in Policy ID11 of the LPDMP. The numerical parking standards themselves, with the exception of EVCP requirements, (e.g., a maximum of 2 car parking spaces and a minimum of 3 cycle parking spaces for a 3 bed roomed house in the suburbs) are, for strategic sites, captured

¹⁰ This includes updated EVCP guidance from that in previous standards dated 2018. Instructions as to how to obtain a copy are available online at: <https://www.surreycc.gov.uk/roads-and-transport/policies-plans-consultations/transport-plan/surrey-transport-plan-strategies/parking-strategy>

within an Appendix of the LPDMP but, for non-strategic sites, contained within the draft Parking SPD.

- 4.6 Initially, the above approach applied to all aspects of parking standards - car, cycle and EVCP provision. However, in the time since the drafting of the Regulation 18 consultation document there has been a rapid evolution of Government ambitions and requirements relating to EVCP, with requirements for the provision of EVCPs in residential and non-residential development being introduced through Building Regulations from June 2022. As such, Policy ID11 sets out that the level of provision to be delivered through the Building Regulations is considered the minimum level of provision to be delivered in Guildford borough, on both strategic and non-strategic sites. Further explanation regarding this approach is provided through this Chapter.
- 4.7 The Council consider that encouraging sustainable development and the efficient use of land is important to achieving its strategic objectives and that enabling low car and car free development in urban areas is a key means to do so. Whilst guidance in this regard could be set in SPD, it is considered more appropriate to set this out in the form of policy criteria in Policy ID11, as it includes expectations regarding evidence required from development proposals to support these schemes.
- 4.8 The following sections introduce the rationale behind each aspect of draft Policy ID11. Each section is structured through three subtopics - 'Guidance', 'Evidence base' and 'Approach'. The greatest focus is on residential car parking standards, which typically receive the most scrutiny.

Neighbourhood Plans which set parking standards

Guidance

- 4.9 In terms of law, [Section 38\(5\) of the Planning and Compulsory Purchase Act 2004](#) states: "If to any extent a policy contained in a development plan for an area conflicts with another policy in the development plan the conflict must be resolved in favour of the policy which is contained in the last document to become part of the development plan"¹¹
- 4.10 Given this, the proposed parking standards in the LPDMP would – unless specific provision is made otherwise in the LPDMP policy – supersede parking standards in existing Neighbourhood Plans.
- 4.11 Further to this, Policy ID11: Parking Standards has been classified as a strategic policy. The NPPF (2021) states (at footnote 18) that Neighbourhood Plans must be in general conformity with the strategic policies contained in any development plan that covers their area. The Council considers that this can be overcome by making specific provision to this effect in the strategic policy itself.

Evidence base

- 4.12 The scope of parking standards set out in adopted Neighbourhood Plans within Guildford borough are shown in Table 1, of Chapter 2. As discussed, existing Neighbourhood Plans in the borough typically set minimum car parking standards with other forms of parking addressed to varying degrees.

¹¹ Available at: <https://www.legislation.gov.uk/ukpga/2004/5/section/38>

Approach

- 4.13 Following feedback to the Regulation 18 consultation it was apparent that there was a strong desire for parking standards in existing and, at the time, emerging Neighbourhood Plans to continue to be applicable in those areas to which they apply, rather than being overridden by new parking standards in the LPDMP. Therefore, it has been made explicit in draft Policy ID11(1) that, with the exception of strategic sites, parking standards in existing and future Neighbourhood Plans will take precedence where these are specified.
- 4.14 The explicit nature of this policy addition allows the parking standards in existing Neighbourhood Plans to retain primacy, except in relation to strategic sites. This is consistent with planning law and the national policy noted above. It also allows future Neighbourhood Plans to contain parking standards which may differ from those set out in draft Policy ID11 and the draft Parking SPD, except in relation to strategic sites.
- 4.15 Upon adoption of the LPDMP, its parking standards for strategic sites would supersede those in existing Neighbourhood Plans insofar as the latter would otherwise apply to strategic sites. The transport sustainability of the strategic sites is of critical importance to their success and therefore the ability of the Local Planning Authority to set parking standards for these sites will contribute to this success. As the strategic sites will be masterplanned from the outset they are required to deliver a range of measures to achieve high levels of use of sustainable modes of transport. Maximum parking standards set at levels for the urban area will complement these measures and allow their potential to be maximised.
- 4.16 Similarly, the number of applications and quantum of development in Neighbourhood Planning areas will be small compared to that on the strategic sites and, to a lesser extent, urban areas. In turn, the cumulative impact of minimum car parking standards (as is typical of Neighbourhood Plans in the borough) on the density of development and transport sustainability will be less pronounced.
- 4.17 In instances where Neighbourhood Plans are silent on parking issues, the standards set out in Policy ID11 and the Parking SPD (once both are adopted) would apply.

Residential car parking

Guidance

- 4.18 As discussed in Chapter 2, the NPPF states that maximum car parking standards can be set in areas where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport.
- 4.19 SCC, as the Local Highway Authority, is responsible for local roads and transport policy and published non-statutory Vehicular and Cycle Parking Guidance (2018). Within the guidance SCC state that it is recognised that the county 'exhibits a wide range of social and economic circumstances that necessitate a flexible approach to identifying appropriate levels of car parking provision'. The guidance is 'commended' to Surrey's Local Planning Authorities for use in their Development Plans as it is within the competency of the Plan maker to set off-street parking standards. In setting parking standards, SCC's 2018 guidance was taken into account. This guidance document has now, since the drafting of the policy, been superseded by 'Vehicle, Cycle and Electric Vehicle Parking Guidance for New Development (2021)',

however with this update there has been no change in the numerical standards for car parking spaces.

- 4.20 The SCC guidance proposes a series of maximum standards for residential developments, a tapering down of the maxima from village/ rural locations to suburban locations, to edge of centre locations, and with the lowest maxima in town centre locations. The maxima are justified on the basis of seeking ‘to try and get the balance right, by providing an appropriate level and type of parking, protecting highway safety and promoting transport sustainability’.
- 4.21 Both [Manual for Streets](#) (2007)¹² and the [National Model Design Code \(2021\) guidance notes](#)¹³ advocate well considered residential car parking that is integrated into streets, blocks and plots and does not dominate the local environment. Approaches to this may be based on local factors such as area types, street types and building types and involve both allocated and unallocated spaces. Manual for Streets notes that a “combination of both types of parking [allocated and unallocated] can often be the most appropriate solution.”

Evidence base

Understanding current car availability rates

- 4.22 Car availability trends are influenced by a number of longer-term societal trends such as urbanisation, advances in information and communication technologies, work patterns, changing demographics, shifts in income across the population, economic growth or recession and the rise and evolution of mobility services such as car clubs and smartphone apps which give users access to new travel data (Marsden, G. et al., 2018).¹⁴ These factors all play a part in an evolving travel demand setting.
- 4.23 Whilst SCC’s guidance provides a good basis to develop residential car parking standards, it was important to obtain and analyse car availability¹⁵ rates within Guildford borough to understand residential car parking demand and how this might compare to SCC’s standards.
- 4.24 A high-level picture of Guildford borough shows overall car availability at just over 1.5 cars per household.¹⁶ However, residential car parking standards can be tailored to varying local characteristics though further data analysis, looking at the relationship between variables such dwelling size, dwelling type and dwelling tenure. This analysis was undertaken using a combination of 2011 Census data and local mapping.
- 4.25 It is noted that the data collected during the 2011 Census is now over 10 years old, however the initial findings from the 2021 Census will not be available until Summer 2022 with the final release of outputs expected in March 2023.¹⁷ There is further consideration given to potential change in car availability rates since 2011 in paragraphs 4.40 to 4.44.

¹² Available at: <https://www.gov.uk/government/publications/manual-for-streets>

¹³ Available at: <https://www.gov.uk/government/publications/national-model-design-code>

¹⁴ Available at: http://www.demand.ac.uk/wp-content/uploads/2018/04/FutureTravel_report_final.pdf

¹⁵ For simplicity, ‘car availability’ is used to refer to the number of cars or vans that are owned, or available for use, by one or more members of a household. This includes company cars and vans that are available for private use. It does not include motorbikes or scooters, or any cars or vans belonging to visitors.

¹⁶ Office for National Statistics, 2011 Census

¹⁷ Release plans available at:

<https://www.ons.gov.uk/census/censustransformationprogramme/census2021outputs/releaseplans>

Data collection

- 4.26 Cross-tabulated data from the 2011 Census was obtained from the Office for National Statistics (ONS). The data showed car availability against number of bedrooms for all households in Guildford borough and was grouped by dwelling type - house or flat¹⁸ – and by dwelling tenure – private, rented or shared ownership.
- 4.27 Data in this format was provided at the ‘Lower Layer Super Output Area’ (LSOA) level.¹⁹ There are 84 LSOAs in Guildford borough.
- 4.28 As a general overview Table 2, overleaf, shows the structure of the data analysed. This table details the number of households within Guildford borough which have no cars, or the availability of 1, 2, 3 or 4 or more cars by household size (with no breakdown by dwelling type or tenure). Table 3 converts this data into percentages and Appendix C: Number of cars or vans per household shows this data visually as pie charts.

DEFRA classification

- 4.29 In order to analyse the data effectively, the borough was split up and grouped based on locational characteristics.
- 4.30 To achieve this, the classification of every Census Output Area (OA) in England and Wales by the Department for Environment, Food and Rural Affairs (DEFRA) in partnership with the ONS was used. This classification can be used as a framework for statistical analyses however each classification needs to be considered on a case-by-case basis. The LSOAs described in paragraph 4.27 above are a type of OA.
- 4.31 The classifications defined by DEFRA are, at the highest level, split into:
- Urban (wider area population over 10,000)
 - Rural

¹⁸ For simplicity, ‘house’ is used to refer to houses and bungalows, and ‘flat’ is used to refer to flats, apartments and maisonettes.

¹⁹ LSOAs have mean populations of 1,500 and a minimum threshold population of 1,000. Unlike wards, whose population sizes vary widely, the LSOAs provide a consistently sized statistical unit.

Table 2. Overview of the car availability data analysed from the 2011 Census (total number)

Number of bedrooms	Total: All households (excluding caravans or other mobile or temporary structures)	No cars in household	1 car in household	2 cars in household	3 cars in household	4 or more cars in household
All bedrooms	53,564	7,418	21,321	18,236	4,633	1,956
1 bedroom	6,272	2,593	3,047	562	51	19
2 bedrooms	12,814	2,341	6,754	3,208	399	112
3 bedrooms	19,875	1,922	8,142	7,498	1,740	573
4 or more bedrooms	14,603	562	3,378	6,968	2,443	1,252

Table 3. Overview of the car availability data analysed from the 2011 Census (%)

Number of bedrooms	Total	No cars in household	1 car in household	2 cars in household	3 cars in household	4 or more cars in household
All bedrooms	100.00%	13.85%	39.80%	34.05%	8.65%	3.65%
1 bedroom	100.00%	41.34%	48.58%	8.96%	0.81%	0.30%
2 bedrooms	100.00%	18.27%	52.71%	25.04%	3.11%	0.87%
3 bedrooms	100.00%	9.67%	40.97%	37.73%	8.75%	2.88%
4 or more bedrooms	100.00%	3.85%	23.13%	47.72%	16.73%	8.57%

- 4.32 The urban and rural categories are then refined by settlement type. OAs classed as urban are allocated into one of three settlement types:
- Major Conurbation
 - Minor Conurbation
 - Urban City and Town
- 4.33 OAs classed as rural are allocated into one of two settlement types:
- Rural Town and Fringe
 - Rural Village & Dispersed
- 4.34 The OAs are then additionally determined in terms of whether they are in a sparse setting or not, based on density profiles in the surrounding area. No area within Guildford borough is classified as being within a sparse setting.
- 4.35 To summarise, the LSOAs in Guildford borough fall under:
- Urban city and town (not sparse)
 - Rural Town and Fringe (not sparse)
 - Rural Village and Dispersed (not sparse)

Reclassification of LSOAs

- 4.36 To align the DEFRA classification categories with the area typologies to be used in the parking standards, SCC's parking guidance was used as a basis. This guidance utilises the following area typologies – village & rural, suburban, edge of centre and town centre. This template was followed albeit without the 'edge of centre' category as it was felt that there was not an easily identifiable 'edge of centre' boundary of Guildford town centre to follow.
- 4.37 Therefore, following the initial classification of LSOAs using the DEFRA system detailed above, the classifications were converted to align with the new area typologies used in the parking standards. The following conversions were made, as shown in Table 4 below.

Table 4. Conversion of DEFRA classification to GBC parking standards category

DEFRA Classification	GBC Parking Standards Category
Rural village and dispersed (not sparse)	Rural & Village
Rural town and fringe (not sparse)	Rural & Village
Urban city and town (not sparse)	Suburban

- 4.38 As mentioned above each classification needs to be considered on a case-by-case basis and therefore some output areas were further reclassified based on their local characteristics. These were areas which straddled the urban fringe/ village & rural boundary and were reclassified into the 'Village & Rural' category. Additionally, the GBC parking standards contain a 'Town Centre' category and as such, LSOAs straddling the 'Guildford Town Centre' boundary (as shown on the Polices Map) were reclassified for use in the analysis of Town Centre car availability rates. There was not an LSOA which was located exclusively within the GBC town centre boundary. The areas which were reclassified further are shown in Table 5 below.

Table 5. Reclassification of certain LSOAs from the DEFRA classification to GBC classification to reflect local circumstance

LSOA	DEFRA Classification	GBC Classification
E01030473 Guildford 002C	Urban city and town	Village & Rural
E01030474 Guildford 002D	Urban city and town	Village & Rural
E01030446 Guildford 003F	Urban city and town	Village & Rural
E01030447 Guildford 003G	Urban city and town	Village & Rural
E01030501 Guildford 005C	Urban city and town	Village & Rural
E01030504 Guildford 005F	Urban city and town	Village & Rural
E01030451 Guildford 013C	Urban city and town	Town Centre
E01030455 Guildford 013E	Urban city and town	Town Centre
E01030457 Guildford 013F	Urban city and town	Town Centre
E01030452 Guildford 015A	Urban city and town	Town Centre
E01030449 Guildford 016B	Urban city and town	Town Centre
E01030480 Guildford 017E	Urban city and town	Village & Rural

4.39 A full list of reclassifications and maps of these can be found in 'Appendix D: Reclassification and maps of LSOAs' to help visualise these classifications. Further, the scatter graph in 'Appendix E: Scatter graph showing overall range of average car availability by area typology in Guildford borough' illustrates this data further.

Potential for growth since 2011

4.40 Vehicle licencing statistics were obtained from the Department for Transport (DfT) and analysed to understand the change in car availability in Guildford borough between 2011, the year of the 2011 Census, and 2019 (the most recent DfT dataset available at the time of analysis).²⁰ The data showed an increase in the number of licenced cars in the borough of 4.48% over this period, as illustrated in Table 6 below.

²⁰ Table VEH0105. Available at: <https://www.gov.uk/government/statistical-data-sets/all-vehicles-veh01>

Table 6. Number of licenced cars in Guildford borough and percentage change from 2011-2019

Year	Number of licensed cars in Guildford borough (thousands)
2011	74.4
2019	77.7
Change from 2011-2019	4.48%

- 4.41 This increase was then compared with the change in housing stock within Guildford borough during this same period. GBC’s Annual Monitoring Report (2020) shows an increase of 4.35% in housing stock between financial years 2010/2011 and 2019/2020, as illustrated in Table 7 below.²¹

Table 7. Total housing stock in Guildford borough and percentage change from 2011-2019

Year	Total housing stock in Guildford borough
2010/ 2011	56,284
2019/ 2020	58,842
Change from 2011-2019	4.35%

- 4.42 With a difference between the two rates of 0.13%, the increase in licenced vehicles approximately tracks the increase in the housing stock and as such, average car availability rates per household within the borough have not changed substantially over this time. As such, the data from the 2011 Census was considered to be an appropriate dataset to analyse to represent 2019 conditions and did not need to be growthed.
- 4.43 The two datasets above represent slightly different time periods, the DfT data showing number of licensed vehicles covers a calendar year, whereas the housing stock data covers a financial year.
- 4.44 In 2011, the car availability per dwelling in Guildford borough, by this measure, was 1.32 cars per dwelling. In 2019 this figure was also 1.32 cars per dwelling. For clarity it should be noted that this data was used to check for any difference in the rate of car availability per household over the time period specified and was a separate dataset from the Census data obtained to analyse car availability rates by dwelling type, size and location.

Exclusion of tenure from the analysis

- 4.45 Tenure was not a factor which was considered further as the LSOA dataset could not be provided in a way which separated out private and social housing. Irrespective of this, there is a chance that the tenure of the accommodation will change over time and potentially with it, demand for car parking.

Initial results

- 4.46 With this said, an analysis was undertaken to compare car availability by dwelling size (number of bedrooms) by dwelling type (house or flat) in each category of area typology (town centre, suburban, village & rural) in Guildford borough. The data includes all types of accommodation except caravans or other mobile or temporary structures.

²¹ Available at: <https://www.guildford.gov.uk/article/22879/Monitoring-the-Local-Plan>

- 4.47 The average car availability level was obtained by multiplying, for each household size in each LSOA, the number of households by the number of cars and totalling these. The total was then divided by the number of households to give an average. As an example, across the borough, the total number of households who had 2 cars was 18,236, which would then be multiplied by 2 to obtain the true number of cars in this category.
- 4.48 An amendment was made in regard to '4 or more cars per household' to account for the true number of cars present in these instances, as it was not possible to simply multiply the number of households by 4, as more than 4 cars may be present in some circumstances. This was undertaken by multiplying, for each category of number of cars in a household, the number of households by the number of cars, assuming 4 cars for 4 or more cars households, then working out the difference between this figure and the total number of cars. This difference was then converted into a percentage and multiplied by the relevant figure recorded against '4 or more cars or vans in household'. This uplift was calculated for both urban and rural areas, with the rate of uplift in rural areas calculated to be higher than in urban areas.
- 4.49 Table 8 to Table 14 below shows the results of each analysis, with the ONS data in black and GBC workings in red.
- 4.50 Further visualisations of this data can be found in 'Appendix F: Average car availability by location, dwelling type and number of bedrooms in Guildford borough'.

Table 8. Calculated car availability for all households in Guildford borough

Number of bedrooms	Total: All households	Households with no cars	Households with 1 car	Households with 2 cars	Households with 3 cars	Households with 4 or more cars	Adjustment – Number of cars in households with 4 or more cars	Total number of cars	Average car availability per household
Total bedrooms	53,564	7,418	21,321	18,236	4,633	1,956	3,057	83921.84	1.57
1 bedroom	6,272	2,593	3,047	562	51	19	30	4442.80	0.71
2 bedrooms	12,814	2,341	6,754	3,208	399	112	175	15067.28	1.18
3 bedrooms	19,875	1,922	8,142	7,498	1,740	573	896	31940.67	1.61
4 or more bedrooms	14,603	562	3,378	6,968	2,443	1,252	1,957	32471.10	2.22

Table 9. Calculated car availability for flats in ‘Rural & Village’ LSOAs in Guildford borough

Number of bedrooms	Total: All households	Households with no cars	Households with 1 car	Households with 2 cars	Households with 3 cars	Households with 4 or more cars	Adjustment – Number of cars in households with 4 or more cars	Total number of cars	Average car availability per household
1 bedroom	501	160	284	52	5	0	0	403	0.80
2 bedrooms	665	114	335	190	20	6	9	812.5149	1.22
3 bedrooms	96	12	43	27	9	5	8	155.2624	1.62
4 or more bedrooms	28	3	9	12	2	2	3	51.50495	1.84

Table 10. Calculated car availability for flats in 'Suburban' LSOAs in Guildford borough

Number of bedrooms	Total: All households	Households with no cars	Households with 1 car	Households with 2 cars	Households with 3 cars	Households with 4 or more cars	Adjustment – Number of cars in households with 4 or more cars	Total number of cars	Average car availability per household
1 bedroom	3,257	1,359	1,599	271	25	3	5	2234.757	0.69
2 bedrooms	2,663	630	1,443	539	45	6	9	2693.515	1.01
3 bedrooms	314	65	142	90	14	3	5	382.7574	1.22
4 or more bedrooms	74	25	27	15	5	2	3	84.50495	1.14

Table 11. Calculated car availability for flats in 'Town Centre' LSOAs in Guildford borough

Number of bedrooms	Total: All households	Households with no cars	Households with 1 car	Households with 2 cars	Households with 3 cars	Households with 4 or more cars	Adjustment – Number of cars in households with 4 or more cars	Total number of cars	Average car availability per household
1 bedroom	1,409	765	574	66	2	2	3	724.505	0.51
2 bedrooms	787	260	408	105	12	2	3	666.505	0.85
3 bedrooms	124	25	64	32	3	0	0	137	1.10
4 or more bedrooms	31	11	10	7	2	1	2	36.25248	1.17

Table 12. Calculated car availability for houses in 'Rural & Village' LSOAs in Guildford borough

Number of bedrooms	Total: All households	Households with no cars	Households with 1 car	Households with 2 cars	Households with 3 cars	Households with 4 or more cars	Adjustment – Number of cars in households with 4 or more cars	Total number of cars	Average car availability per household
1 bedroom	292	76	152	48	8	8	13	322.0198	1.10
2 bedrooms	2,930	343	1,478	901	153	55	86	4082.886	1.39
3 bedrooms	6,229	351	2,329	2,644	676	229	358	11076.82	1.78
4 or more bedrooms	6,238	76	1,113	3,110	1,235	704	1,100	15439.74	2.48

Table 13. Calculated car availability for houses in 'Suburban' LSOAs in Guildford borough

Number of bedrooms	Total: All households	Households with no cars	Households with 1 car	Households with 2 cars	Households with 3 cars	Households with 4 or more cars	Adjustment – Number of cars in households with 4 or more cars	Total number of cars	Average car availability per household
1 bedroom	773	213	422	123	10	5	8	729.2624	0.94
2 bedrooms	5,297	880	2,820	1,392	163	42	66	6355.604	1.20
3 bedrooms	12,463	1,371	5,201	4,546	1,016	329	514	19398.06	1.56
4 or more bedrooms	7,758	385	2,032	3,660	1,149	532	832	16125.32	2.08

Table 14. Calculated car availability for houses in 'Town Centre' LSOAs in Guildford borough

Number of bedrooms	Total: All households	Households with no cars	Households with 1 car	Households with 2 cars	Households with 3 cars	Households with 4 or more cars	Adjustment – Number of cars in households with 4 or more cars	Total number of cars	Average car availability per household
1 bedroom	40	20	16	2	1	1	2	29.25248	0.73
2 bedrooms	472	114	270	81	6	1	2	456.2525	0.97
3 bedrooms	649	98	363	159	22	7	11	790.7673	1.22
4 or more bedrooms	474	62	187	164	50	11	17	733.7772	1.55

- 4.51 The resulting average car availability (from Table 9 to Table 14 above) can be amalgamated into the following results, illustrated in Table 15 and Table 16.

Table 15. Observed average car availability across flats in Guildford borough

Number of bedrooms	Town Centre	Suburban	Village & Rural
1 bedroom	0.51	0.69	0.80
2 bedrooms	0.85	1.01	1.22
3 bedrooms	1.10	1.22	1.62
4 or more bedrooms	1.17	1.14	1.84

Table 16. Observed average car availability across houses in Guildford borough

Number of bedrooms	Town Centre	Suburban	Village & Rural
1 bedroom	0.73	0.94	1.10
2 bedrooms	0.97	1.20	1.39
3 bedrooms	1.22	1.56	1.78
4 or more bedrooms	1.55	2.08	2.48

- 4.52 The results shown here are consistent with previous parking research elsewhere with those residing in houses in Guildford borough typically having a higher level of car availability than those residing in flats and, for both, car availability increasing with the number of bedrooms in the properties and when moving out from town centre to village and rural locations.

Allocation of spaces

- 4.53 Residential car parking can be delivered either as a space(s) allocated to a particular property or as an unallocated space(s) for use by any resident or visitor. Whilst the provision of allocated spaces in a residential development provides certainty to the resident, unallocated parking is a more flexible and, in turn, more efficient use of space.
- 4.54 Research by English Partnerships (2006) showed that if each dwelling is allocated 2 car parking spaces each, around one-quarter of residents will either have too much or too little car parking.²²
- 4.55 Manual for Streets (DfT, 2007) and the guidance notes for the National Model Design Code (Ministry of Housing, Communities and Local Government, 2021) suggest that a combination of both allocated and unallocated parking can often be the most appropriate solution for residential development, however in some areas it may be possible to accommodate all parking requirements through the provision of unallocated parking. Specifically, influential research by Noble and Jenks (1996)

²² Available at: https://www.ipswich.gov.uk/sites/default/files/ncd42_-_car_parking_what_works_where.pdf

indicated that no additional provision needs to be made for visitor parking where 50% or more of the total parking stock being provided is unallocated.²³

Approach

- 4.56 Table 17, below, shows how the approach to the numerical parking standards has evolved from the Regulation 18 consultation based on the data analysis described above.
- 4.57 Residential parking standards for cars and motorised vehicles are identified in the draft Policy ID11 for the strategic sites and the draft Parking SPD for non-strategic sites (including town centre, suburban and village and rural locations as shown below).

Table 17. Evolution of proposed residential car parking standards based on analysis of observed local car availability

Locational Characteristic	Town Centre			Suburban			Strategic Sites			Village & Rural		
Stage in process	Reg 18 consultation / LSOA averages for area typologies / Reg 19 consultation & Parking SPD											
Max/Min/Expected parking standard or LSOA average	Maximum parking standard	LSOA average	Maximum parking standard	Minimum parking standard	LSOA average	Maximum parking standard	Minimum parking standard	LSOA average	Maximum parking standard	Minimum parking standard	LSOA average	Expected parking standard
1 bed flats	1	0.5	1	1	0.7	1	1	-	1	1	0.8	1
2 bed flats	2	0.9	1	2	1.0	1	2	-	1	2	1.2	1.5
1 bed houses	1	0.7	1	1	0.9	1	1	-	1	1.5	1.1	1.5
2 bed houses	2	1.0	1	2	1.2	1.5	2	-	1.5	2	1.4	1.5
3 bed houses	2	1.2	1.5	2	1.6	2	2	-	2	2	1.8	2
4+ bed houses	2	1.6	2	2	2.1	2.5	2	-	2.5	2	2.5	2.5

- 4.58 As shown in the table above, the Regulation 18 consultation proposed maximum standards for the town centre, with minimum standards proposed elsewhere in the borough. The benchmarks for these standards were, in some cases, set notably

²³ Noble, J. and Jenks, M. (1996) Parking: Demand and Provision in Private Sector Housing Developments. Oxford: Oxford Brookes University.

higher than those proposed at the Regulation 19 consultation stage (and in the draft Parking SPD).

- 4.59 The standards as proposed in the Regulation 19 consultation document and draft Parking SPD consultation document defined the maximum and expected levels of residential car parking permitted for various sizes and types of residential development in different areas of the borough. This combines a spatially-differentiated approach to the provision of vehicle parking for new residential developments with the focus of restraint increasing closer to Guildford town centre.
- 4.60 This strategic policy approach involves the application of maximum residential car parking standards in the borough's urban areas and strategic sites. We consider that maximum residential car parking standards are appropriate in the borough's urban areas in order to manage the local road network – with its challenges particularly of congestion, local air quality and severance – and also for optimising the density of development in urban centres and other locations that are well served by public transport, including the strategic sites. Further, this policy approach also allows for new developments to shape travel demands in ways that are cognisant of national and local net-zero targets.
- 4.61 In rural and village areas, the proposed expected residential car parking standards match current levels of car availability, which are themselves reflective of differences in accessibility to key services and facilities by non-car modes as the standards are set at, or rounded up from (to the nearest .5) the average car availability levels observed.
- 4.62 Where the observed averages (as calculated through the analysis of Census data) exceed a whole or half number, they have been rounded up (rather than rounded down) in order to limit parking stress. The residential car parking standards are, depending on the area typology in question, either maximum standards or alternatively expected standards which, if these were to be rounded down and set at levels lower than the observed averages could, depending on the circumstances of a particular proposed development, result in overspill parking. This could be more likely in developments with multiple dwellings, where the cumulative impact of a small deficit in parking provision against the observed average levels would be felt more acutely. Overly restrictive provision can lead to overspill parking on-road, which can cause problems in respect of localised traffic congestion and impacts to the urban realm and amenity value of a place both within the development and in the immediate vicinity. Similarly, overly restricted parking may lead to a situation whereby residents struggle to access services, facilities, and employment by car, due to difficulties in parking in the vicinity of the development. Further information relating to rounding when applying the parking standards is contained in 4.73 to paragraph 4.80
- 4.63 The standards for the strategic sites, with the exception of the North Street redevelopment site,²⁴ are set to mirror the standards for suburban development as it is envisaged these locations will be suburban in nature. As the strategic sites will be masterplanned from the outset, and given their scale, they are required to deliver a range of measures to facilitate the use of sustainable modes of transport. Maximum

²⁴ Due to its town centre location, the standards for the town centre set out in the draft Parking SPD will apply.

- parking standards set at levels for the suburban areas of Guildford borough will complement these measures and allow their potential to be maximised.
- 4.64 The setting of maximum standards in urban locations and on strategic sites also allows for a future potentially lower provision of parking in line with the trends and potential future scenarios set out in paragraph 4.22. This approach could allow for reduced car trip making for occupants of, and visitors to, new residential development in urban areas and strategic sites, all other factors being equal.
- 4.65 The change in approach from the Regulation 18 document to the Regulation 19 document, where one set of minimums outside of the town centre has been changed to tapered maximums/expected standards, took account of consultation responses which highlighted the benefits of geographically tapered standards, and the view that standards for rural and village areas should be different than the standards set in urban areas. This was further confirmed through the detailed analysis of Census data, highlighting differences in car availability within the various area typologies in the borough and, as such, where the standards attached to the preferred option at Regulation 18 were overly generous.
- 4.66 The proposed approach is similar to that in SCC's Vehicle, Cycle and Electric Vehicle Parking Guidance for New Development (2021), which was not altered from the 2018 guidance, in terms of geographically tapered provision and differences between 1 and 2 bedroomed flats and houses, therefore following an existing established method. As noted previously, the 'edge of centre' location in SCC's parking guidance was not replicated. Whilst the suburban standards apply beyond the town centre boundary in the urban area, the setting of maximum standards could, for example, allow for a lower quantum of parking to be provided at a highly accessible site near to the town centre boundary.
- 4.67 A distinction was not made between flats and houses in the Regulation 18 consultation however this has been amended following the analysis of Census data, which did highlight differences in car availability levels between residents of flats and houses. This also brings the categorisation in line with SCC guidance.
- 4.68 A standard for 'studios' was set in the Regulation 18 consultation which mirrored the standard for one-bedroom homes. In the Census, studio and bedsit dwellings are classed as having one bedroom and therefore, it was not possible to obtain an observed average for studios. However, with the utilisation of separate categories for flats and houses in this approach, the standards for 1-bedroom flats are a good representation of studios and bedsits and will be applied for applications of this type.
- 4.69 The observed average car availability levels for 3- and 4-bedroom flats were not used when compiling the parking standards tables as larger flats are less common especially in suburban and rural & village areas. In these instances, it would be expected that the standards for 3- and 4- bedroom houses would apply, however flexibility is still afforded in that they are maximum or expected standards respectively.
- 4.70 The numerical standards shown in Table 17 apply to car parking for residents. Based on the research highlighted in paragraph 4.54 and 4.55, which has been replicated in other authorities' parking standards, draft Policy ID11 states that additional

unallocated parking should be provided at the rate of 0.2 spaces per dwelling where over 50% of spaces in the development proposal are allocated.

- 4.71 This approach provides flexibility in the level of allocation of spaces to be provided by the development proposal and can contribute to the optimising of density of development in urban areas and strategic sites, well served by public transport and active travel facilities, where car availability may be lower or have the potential to be lower.
- 4.72 A greater proportion of unallocated car parking spaces accommodate differences in car availability between dwellings and changes over time more effectively. Similarly, unallocated parking can accommodate the demands on parking spaces placed by visitors, servicing and deliveries, especially given the increased prominence of Light Goods Vehicles (LGVs) for servicing and deliveries.

Calculating and rounding parking provision

- 4.73 The numerical residential car parking standards are, in some cases, set at a non-whole figure per property. Likewise, the calculation of the maximum or expected number of car parking spaces to be provided in a new development may give a non-whole figure. In these instances, this figure will need to be rounded up or rounded down. The council expects that rounding will apply to the development as a whole as opposed to each individual property.
- 4.74 In instances where under 50% of the total number of spaces, provided for use by residents themselves, are allocated, the calculated residential car parking figure is simply rounded. It may be appropriate to round up in the case of a village and rural setting whereas in an urban setting – where maximums are to be applied – provision will generally be rounded down to the nearest whole number.
- 4.75 Where the visitor parking²⁵ requirement is engaged (in instances where 50% or more of the total number of spaces, provided for use by residents themselves, are allocated), the unrounded residential provision (that is for use by residents themselves) and the additional unrounded visitor provision figure is totalled together and then rounded. Whilst in some area typologies the provision of spaces for residents (for use by residents themselves) is a maximum provision, in instances where the unallocated visitor parking requirement is engaged in these areas, we expect this provision to be 20% of the number of dwellings at all times.
- 4.76 The following tables and examples demonstrate the calculation and rounding of residential car parking provision, specifically when the visitor parking requirement is engaged.

²⁵ The term 'visitor parking' is used shorthand to refer to the requirement for parking for visitors, servicing and deliveries

Table 18. Method of calculating residential car parking requirements when visitor parking requirement is engaged (simplified)

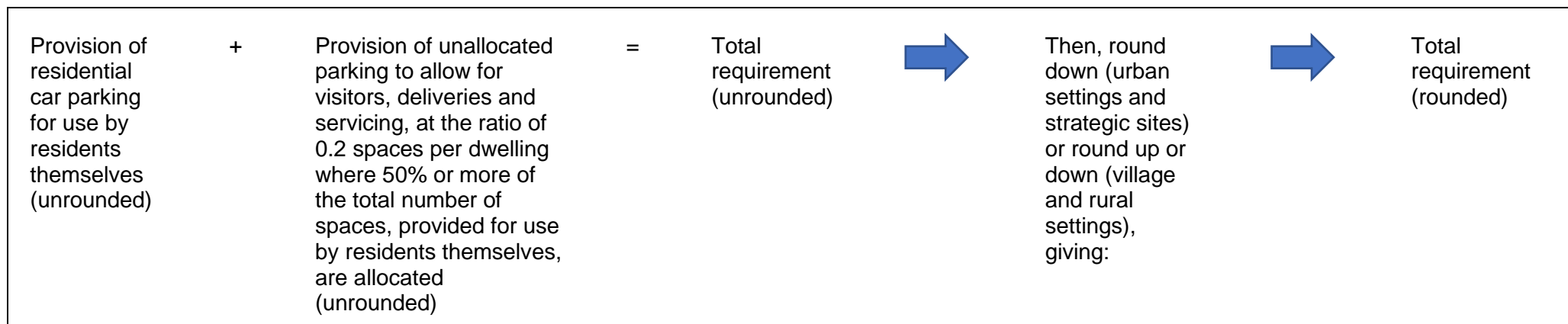


Table 19. Method of calculating residential car parking requirements when visitor parking requirement is engaged (detailed)

Area typology	Number of dwellings	1 bed flat	2 bed flat	1 bed house	2 bed house	3 bed house	4+ bed house	Total residential parking (for use by residents themselves)	Visitor parking (if requirement engaged)	Total including visitor parking	Max or expected standards
Town Centre	A	X*1=B	X*1=C	X*1=D	X*1=E	X*1.5=F	X*2=G	B+C+D+E+F+G=H	A*0.2=J	H+J	Maximum
Suburban / Strategic Site	A	X*1=B	X*1=C	X*1=D	X*1.5=E	X*2=F	X*2.5=G	B+C+D+E+F+G=H	A*0.2=J	H+J	Maximum
Rural & Village	A	X*1=B	X*1.5=C	X*1.5=D	X*1.5=E	X*2=F	X*2.5=G	B+C+D+E+F+G=H	A*0.2=J	H+J	Expected

Where X is the number of dwellings of a certain size (1 bed, 2 bed etc) and type (flat/house)

4.77 Example 1: the delivery of 5 two-bedroom houses in a suburban location, with a maximum car parking provision (for use by residents) of 1.5 spaces each would result in a maximum of 7.5 spaces throughout the development for residents. It is up to the developer to prescribe how this will be delivered therefore the developer could choose to allocate these spaces to individual properties, or could choose to make all, or a proportion of the spaces, unallocated. So:

- Option A) If under 50% of the spaces were allocated, there would be no visitor parking requirement and a maximum of 7 car parking spaces could be provided, rounded down from 7.5.
- Option B) If the developer decides to allocate 50% or more of the spaces, then an additional visitor parking requirement of 0.2 spaces per dwelling would be applied, resulting in one additional unallocated space to be provided (5 dwellings multiplied by 0.2 spaces per dwelling). This one visitor space is added to the 7.5 spaces for residents themselves, to give 8.5 spaces, rounded down to 8, with at least one of these unallocated (to satisfy the visitor parking requirement). It could be that developer chooses to allocate one space per property, with the remaining three spaces unallocated.

The above example is worked through in Table 20 below.

4.78 Example 2: the delivery of 23 properties in a rural and village setting, where 13 of these are 2-bedroomed houses, 8 are three-bedroomed houses and 2 are four-bedroomed houses, would result in an expected level of provision of 40.5 car parking spaces for residents. Again, it is up to the developer to prescribe how this will be delivered therefore the developer could choose to allocate these spaces to individual properties, or could choose to make all, or a proportion of the spaces, unallocated. So:

- Option A) If under 50% of the spaces were to be allocated, there would be no visitor parking requirement and the developer could decide to provide around 40 or 41 car parking spaces.
- Option B) If the developer decides to allocate 50% or more of the spaces, then an additional visitor parking requirement of 0.2 spaces per dwelling would be applied, resulting in 4.6 additional unallocated spaces to be provided (23 dwellings multiplied by 0.2 spaces per dwelling). This, when added to an expected residential provision of 40.5, would result in 45.1 spaces. The developer could decide to provide around 45 or 46 spaces, with 4 or 5 of these spaces as unallocated provision (to satisfy the visitor parking requirement).

The above example is worked through in Table 21 below.

Table 20. Worked example 1, the calculation of residential car parking standards for 5 two-bedroomed houses in a suburban location

Left blank	Number of dwellings	1 bed flat	2 bed flat	1 bed house	2 bed house	3 bed house	4+ bed house	Total residential parking (for use by residents themselves)	Visitor parking (if requirement engaged)	Total including visitor parking	Rounded down (in line with maximum standards)
Proposed number of properties (broken down by type/ size)	5	0	0	0	5	0	0	-	-	-	-
Suburban residential car parking standards (for use by residents themselves)	-	1	1	1	1.5	2	2.5	-	-	-	-
Suburban residential car parking calculation formula	5	$0*1=0$	$0*1=0$	$0*1=0$	$5*1.5=7.5$	$0*2=0$	$0*2.5=0$	7.5	$5*0.2=1$	8.5	8
Option A (without visitor requirement)	5	0	0	0	7.5	0	0	7.5	-	-	7
Option B (with visitor requirement)	5	0	0	0	7.5	0	0	7.5	1	8.5	8

Table 21. Worked example 2, the calculation of residential car parking standards for 23 two-, three- and four-bedroomed homes in a Rural & Village location

Left blank	Number of dwellings	1 bed flat	2 bed flat	1 bed house	2 bed house	3 bed house	4+ bed house	Total residential parking (for use by residents themselves)	Visitor parking (if requirement engaged)	Total including visitor parking	Rounded up or down (as expected standards)
Proposed number of properties (broken down by type/ size)	23	0	0	0	13	8	2	-	-	-	-
Rural & Village residential car parking standards (for use by residents themselves)	-	1	1.5	1.5	1.5	2	2.5	-	-	-	-
Suburban residential car parking calculation formula	23	0*1=0	0*1=0	0*1=0	13*1.5=19.5	8*2=16	2*2.5=5	40.5	23*0.2=4.6	45.1	45 or 46
Option A (without visitor requirement)	23	0	0	0	19.5	16	5	40.5	-	-	40 or 41
Option B (with visitor requirement)	23	0	0	0	19.5	16	5	40.5	4.6	45.1	46 or 46

- 4.79 In the example of a single property, the same rounding method would apply.
- 4.80 The above rounding method is essential in ensuring the level of parking provided by a development proposal is aligned to the observed average level of car availability, albeit in urban settings it applies as a maximum that can then be undershot if car-free or low-car development is proposed with appropriate evidence and strategy.

Non-residential car parking

Guidance

- 4.81 SCC's Vehicular and Cycle Parking Guidance (2018) also recommended a series of maximum standards for the amount of car parking that could be provided by new developments for various land uses as well as recommending that individual assessment is undertaken with respect to a limited number of land uses. This guidance did not change with the release of Vehicle, Cycle and Electric Vehicle Parking Guidance for New Development (2021), which was released during the course of devising the Guildford borough parking standards.

Evidence base

- 4.82 Studies show that restricting car parking at the destination has been proven to influence mode choice.
- 4.83 A study of commuters working in Cambridge investigated statistical associations between mode choice and personal and environmental characteristics.²⁶ Car availability was found to be a strong predictor of mode of travel to work and the absence of free car parking at work was associated with a markedly higher likelihood of walking, cycling, and public transport use.
- 4.84 Likewise, a study on parking facilities and travel behaviour suggests that reduced access to free workplace parking appears to be one of the most effective ways of reducing car use on work trips.²⁷

Approach

- 4.85 As with the residential parking standards for cars and motorised vehicles, the non-residential standards are identified in the draft Policy ID11 for the strategic sites and the draft Parking SPD for non-strategic sites.
- 4.86 The proposed non-residential car parking standards predominantly follow the standards provided as guidance by SCC in their Vehicular and Cycle Parking Guidance (2018), which was not altered in the 2021 update, and define the maximum levels permitted for various types of development in the borough.
- 4.87 The non-residential car parking standards were set as expected standards in the Regulation 18 document. However, following consultation, the proposed standards were strengthened to bring them into line with the SCC guidance and promote a more efficient use of land. This

²⁶ Dalton AM, Jones AP, Panter JR, Ogilvie D (2013) Neighbourhood, Route and Workplace-Related Environmental Characteristics Predict Adults' Mode of Travel to Work. PLoS ONE 8(6): e67575. <https://journals.plos.org/plosone/article?id=10.1371/journal.pone.0067575>

²⁷ Christiansen, P., Engebretsen, Ø., Fearnley, N., and Hanssen, H., (2017) Parking facilities and the built environment: Impacts on travel behaviour. Transportation Research Part A: Policy and Practice, Volume 95, 2017, Pages 198-206, ISSN 0965-8564, <https://doi.org/10.1016/j.tra.2016.10.025>.

then also allows for a future potentially lower provision of parking in line with the trends and potential future scenarios set out in paragraph 4.22.

- 4.88 However, amendments have been made to take account of local circumstance and consultation feedback. For example, standards for the likes of GP surgeries, dental and veterinary practices were altered to allow for individual assessment at these development types, which could take account of catchment areas and opportunities for sustainable travel.
- 4.89 For a number of land use types where transport patterns are difficult to generalise parking provision will be approved on merit, on the basis of a transport assessment.

Encouraging lower car use

Guidance

- 4.90 'Guidance on car clubs in new developments' produced by Surrey County Council (2019) sets out the pathway for the delivery of car club vehicles within the County. The guidance covers criteria for a successful car club, funding mechanisms and details how implementation can be achieved through the planning process.
- 4.91 The Strategic Development Framework SPD promotes the provision of a car club and/or mobility hub(s) for the strategic sites of Slyfield Area Regeneration Project (now proposed as Weyside Urban Village), Gosden Hill Farm, Blackwell Farm and the Former Wisley Airfield.
- 4.92 Planning for Walking (Chartered Institution of Highways and Transportation (CIHT), 2015),²⁸ LTN 1/20 Cycle Infrastructure Design (DfT, 2020)²⁹ and Buses in Urban Developments (CIHT, 2018)³⁰, whilst not parking related, promote best practice which will aid the development of a coherent package of sustainable transport measures.

Evidence base

- 4.93 Recent research has identified that modal shift is required at a UK scale to meet the Government's net-zero policy and ambition. The Committee on Climate Change's (2019) net-zero scenarios assume a 10% transport modal shift from private cars to other modes of transport by 2050. Similarly, Transport for Quality of Life (2018) find that 'electrification [of vehicles] is insufficient on its own, and demand management to reduce traffic volumes will also be necessary.'
- 4.94 In terms of local air quality, emission reductions from modal shift are beneficial to the health of all, but especially in areas with levels of typically higher air pollution such as main roads and town centres and those areas which presently exceed permitted levels of pollutants. As of June 2022, there are 3 Air Quality Management Areas (AQMAs) in Guildford borough, declared on the basis of exceedances of permitted levels of nitrogen dioxide.³¹ Car-free or low-car development has not been explicitly sought at these locations as two of the AQMAs are extremely small in geographical scope, typically only covering a handful of properties and fairly rural, where development potential is low, and the key criteria set out in policy is unlikely to be met. However, properties within or near the Guildford Town Centre AQMA,

²⁸ Available at: https://www.ciht.org.uk/media/4460/ciht_designing_for_walking_document_v2_singles.pdf

²⁹ Available at: <https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120>

³⁰ Available at: https://www.ciht.org.uk/media/4459/buses_ua_tp_full_version_v5.pdf

³¹ Available at: <https://www.guildford.gov.uk/article/21335/Find-out-about-Guildford-air-quality-management-areas>

have the potential to deliver low-car and car-free development through draft Policy ID11(4), potentially contributing towards mitigating air quality issues in these locations.

- 4.95 Car club vehicles are popular with those who do not have access to a private vehicle as well as households who want occasional access to a vehicle, or a second car, without the costs of ownership (or leasing). Within England and Wales (outside London) each car club car can displace an estimated 9 private cars (CoMoUK, 2020).³² This reflects the number of current car club users who have either reduced the number of cars they own or deferred a purchase.

Approach

- 4.96 Requirements for low-car and car-free development were not an aspect of the Regulation 18 consultation. However, based on consultation feedback regarding the promotion of development of these types, the expansion of car club schemes and the opportunity to expand on Policy ID3(5) in relation to car clubs, the declaration of a Climate Emergency by GBC in July 2019, the national net-zero policy and ambition and a desire to deliver high-quality development of this type, it was considered important to set requirements for low-car and car-free development in policy through development of criteria.
- 4.97 The number of development proposals of these types are increasing, specifically within Guildford town centre, and the setting of requirements in policy aids both the developer and decision maker.
- 4.98 It is important that the criteria enables low-car or car-free development to be delivered in a way which promotes and contributes to the improvement of a number of alternative sustainable methods of travel. It is also important to ensure low-car or car-free development is delivered in appropriate places, where this lifestyle is realistic (and ensuring residents or businesses do not then buy cars which could be parked in streets surrounding the development).
- 4.99 The policy approach therefore provides flexibility in application of the maximum residential and non-residential car parking standards in areas close to the town centre, the urban district centre of Wharf Road in Ash, or an urban local centre (car-free close to the town centre and the urban district centre only). The evidence which is required to be addressed differs for car-free and low-car sites and the documents referred to in paragraph 4.92 have been referenced in the reasoned justification as best practice documents which should be consulted in these instances. The demonstration of excellent walking and cycling access routes and high public transport accessibility are aspects to be addressed by both low-car and car-free types of development. Beyond these three aspects, the measures differ according to the type of development, with the amount of evidence required being proportionate to the level of reduction in parking sought.
- 4.100 Generally, for low-car sites, it would be expected that there is a generous provision of unallocated car parking as a proportion of the limited amount of car parking spaces that are provided by the development proposal. However other mechanisms may exist to limit parking within the development, information and justification of which would be supplied by the developer.
- 4.101 Car-free sites would be expected to have a more comprehensive package of measures included as part of their transport strategy. Within a car-free site, space should still be

³² Available at: <https://como.org.uk/wp-content/uploads/2021/06/CoMoUK-England-and-Wales-Car-Club-Summary-Report-2020.pdf>

provided for disabled users as car-free sites may also allow for provision of a designated area or areas for delivery and service vehicles, managed as such. A car club vehicle(s) in a dedicated spaces(s) could also be delivered as part of its transport strategy.

- 4.102 In cases of car-free development undertaken in the town centre in recent years, the developer has paid for the Traffic Regulation Order for the Controlled Parking Zone (CPZ) to be amended through a Section 106 contribution, ensuring residents of car-free development are not entitled to an on-street parking permit. This mechanism could also be used to apply to low-car development. It is expected the developer, landlord or future seller would inform the resident, buyer or occupier of the car-free status of the property.
- 4.103 The sustainable alternatives offered at a car-free site must be actively incentivised and monitored. A comprehensive travel plan aids the development and delivery of these obligations to ensure the car-free nature of the site continues over the lifetime of the development and that the development does not adversely impact neighbouring roads and property through overspill parking.

Electric Vehicle Charge Points

Guidance

- 4.104 At the time of developing the standards as part of the Regulation 18 consultation document, SCC's Vehicular and Cycle Parking Guidance (2018) set out EV charging requirements, charge point specification and power requirements to be provided by new development.³³ This guidance has since been superseded with the release of SCC's Vehicle, Cycle and Electric Vehicle Parking Guidance for New Development (2021), which introduces higher standards for EVCP provision in flats, and also for non-residential development.
- 4.105 The Strategic Development Framework SPD (July 2020) includes electric vehicle charging standards for the strategic sites and also the key location for growth of Ash and Tongham, excluding the North Street redevelopment site. These standards were modified from SCC's 2018 guidance to include further EVCP provision required for non-allocated spaces.
- 4.106 The DfT and Office for Low Emission Vehicles (OLEV (now renamed Office for Zero Emission Vehicles)) held a consultation on 'Electric vehicle chargepoints in residential and non-residential buildings' in 2019.³⁴ It was proposed then that the Government intended to introduce future EVCP standards via Building Regulations, however it was considered that as consultation proposals they were not suitably advanced as to be mirrored for GBC's parking standards in the drafting of the Regulation 18 consultation document.
- 4.107 The outcome of the DfT/ OLEV consultation was published in November 2021 which confirmed that the final EVCP requirements are to be implemented via Building Regulations.³⁵ Subsequently, 'Approved Document S: Infrastructure for the charging of electric vehicles' was published and will take effect on 15 June 2022.

³³ This includes updated EVCP guidance from that in previous standards dated 2018. Instructions as to how to obtain a copy are available online at: <https://www.surreycc.gov.uk/roads-and-transport/policies-plans-consultations/transport-plan/surrey-transport-plan-strategies/parking-strategy>

³⁴ Available at: <https://www.gov.uk/government/consultations/electric-vehicle-chargepoints-in-residential-and-non-residential-buildings>

³⁵ Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1035711/consultation-response-electric-vehicle-charging-in-residential-and-non-residential-buildings.pdf

4.108 The UK Government announced in November 2020 the intention to ban the sale of new petrol and diesel cars from 2030. This date has been brought forward from a previous date of 2040, with the sale of new hybrids banned from 2035.³⁶

Evidence base

4.109 In 2020, there were 4000 ultra-low emission vehicles registered in Guildford borough that year, a figure which has grown from less than 350 vehicles registered throughout 2015.³⁷ The total number of vehicles registered in Guildford in 2020 was 86,900.

4.110 Despite the overall proportion of low emission vehicles compared to total vehicle sales being low at present, the number of ultra-low emission vehicles will continue to grow given the proposed ban on the sale of diesel and petrol cars in 2030. In 2015, 1.1% of new vehicles registered nationally had a plug compared to 3.2% in 2019; by the end of December 2021, this figure had accelerated to 10.7% as an average for the year (6.6% Battery Electric Vehicle and 4.1% Plug in Hybrid Electric Vehicle).³⁸

Approach

4.111 There has been an evolution in the approach to EVCP provision to be provided by new development as the LPDMP has progressed from inception to submission. At the root of this is the rapid evolution of Government ambition, mirrored locally, in relation to the sale of electric vehicles and the necessary infrastructure to support this transition which has outpaced the development of the LPDMP.

4.112 The current and projected growth in availability of electric vehicles and the climate emergency/ net-zero target means the inclusion of charging infrastructure is important to allow individuals to charge their vehicle at home and at their destination. The standards aim to allow the majority of charging to take place at home and be carried out overnight with supplementary charging taking place in workplaces and other non-residential locations.

Approach in the Regulation 18 consultation document

4.113 At the Regulation 18 stage, the preferred option in the consultation document aimed to achieve appropriate provision of vehicle parking for non-residential developments and cycle parking and electric vehicle charging facilities in new residential and non-residential developments. This was to be achieved through defining electric vehicle charging standards consistent with Surrey CC's Vehicular and Cycle Parking Guidance (2018), modified to apply the EV charging requirement for 1 fast charge socket per house additionally to flats/apartments in new residential developments, plus additional requirements with respect to non-allocated car spaces in new residential developments. This mirrored the approach set out as guidance in the Strategic Development Framework SPD.

Approach in the Regulation 19 consultation document

4.114 Upon the release of the Government's consultation response to their 2019 'Electric vehicle chargepoints in residential and non-residential buildings' consultation in November 2021, a number of changes were made to the proposed approach for the setting of EVCP provision. It was considered that mirroring DfT/OLEV proposals would provide the most straightforward

³⁶ Available at: <https://www.gov.uk/government/news/government-takes-historic-step-towards-net-zero-with-end-of-sale-of-new-petrol-and-diesel-cars-by-2030>

³⁷ VEH0132 dataset. Available at: <https://www.gov.uk/government/statistical-data-sets/all-vehicles-veh01>

³⁸ Data source: <https://www.nextgreencar.com/electric-cars/statistics/>

way to update the standards, given national policy evolution and impending implementation via Building Regulations.

- 4.115 Draft policy ID11 set out that the provision of electric vehicle charging will provide at least the minimum requirements set out in the Parking SPD. The standards in the draft Parking SPD mirrored that proposed by the DfT/OLEV in their consultation response.
- 4.116 It was envisaged that the inclusion of the EVCP standards in SPD would enable GBC's requirements to be altered in future to be able to respond to any ratcheting of ambitions by Government or GBC, the latter which could take into account the rate of change observed in the vehicle fleet in the area.

Proposed minor modification

- 4.117 However, as stated above, and after the consultation on the Regulation 19 document had begun, 'Approved Document S: Infrastructure for the charging of electric vehicles' was published by the UK Government, which will take effect on 15 June 2022. Therefore, a proposed minor mod, at Policy ID11, point 2) e) for strategic sites and at point 3) e) for non-strategic sites, states that "the provision of electric vehicle charging will provide at least the minimum requirements set out in the [Building Regulations \(Part S\) Parking SPD](#)".
- 4.118 Whilst Building Regulations ensure that EVCPs will be provided for new development, material change of use or redevelopment of residential and non-residential buildings with car parking spaces, the inclusion of minimum standards in Policy ID11 allows for the delivery of EVCP provision to be increased where relevant.

Cycle parking

Guidance

- 4.119 SCC's Vehicular and Cycle Parking Guidance (2018) proposed a series of minimum standards for various land uses. The guidance also refers to the need to follow appropriate Government guidance with respect to quality criteria. This guidance has not changed with the release of SCC's Vehicle, Cycle and Electric Vehicle Parking Guidance for New Development (2021).
- 4.120 Local Transport Note 1/20 Cycling Infrastructure Design was published by the Department for Transport in 2020. It provides guidance to local authorities to enable the delivery of high-quality cycling infrastructure, including providing cycle parking standards for residential and non-residential development.
- 4.121 Cambridge City Council's 'Cycle Parking Guide for New Residential Developments' (2010) provides detailed guidance on the provision of high-quality cycle parking in various residential settings, including in-depth design guidance and space dimensions.³⁹
- 4.122 The Bicycle Association's 'Standards for Public Cycle Parking' (2021) provides a quality and security standard for public cycle parking. It focuses on raising standards of public cycle infrastructure, ensuring parking is safe, of high-quality and conveniently located.⁴⁰

³⁹ Available at: <https://www.cambridge.gov.uk/media/6771/cycle-parking-guide-for-new-residential-developments.pdf>

⁴⁰ Available at: <https://www.bicycleassociation.org.uk/parkingstandard/>

Evidence base

- 4.123 Sustrans' Bike Life (2019) is the biggest assessment of cycling in urban areas in the UK and Ireland, delivered in collaboration with 17 cities and urban areas.⁴¹ The survey is representative of all the areas' residents, not just those who cycle. It found that 21% of respondents reported that a 'lack of storage or facilities at home or work' stopped them from cycling more. Meanwhile only 14% of residents of the Bike Life cities think the security of public cycle parking is good.
- 4.124 The National Travel Survey reports that 42% of the UK population have access to a bike.⁴² In Guildford borough, 27.8% of residents use their bike once a month and 7.7% use their bike three times per week (2018/19).⁴³ Although these figures are higher than the UK average it highlights the potential for a higher proportion of individuals to utilise their bike more often, which could be aided by convenient cycle parking.
- 4.125 There is potential for an uplift in cycling levels in the local area. The Propensity to Cycle Tool, developed as a strategic planning tool showing different visions of the future, shows that the percentage of those in the borough cycling to work, at the date of the 2011 Census, was between 1-6% of the population. In a scenario where the Department for Transport's draft Cycling Delivery Plan target to double cycling in a decade is reached, this increases to a 2-10% modal share. In the more ambitious 'Go Dutch' scenario, whereby cycling levels equivalent to the Netherlands are reached in England and Wales (allowing for English and Welsh hilliness and trip distances), the figure increases to 6%-24% of the population. As may be expected, areas urban in nature typically see a higher cycling mode share at present, and also typically have a higher level of cycling potential than more rural areas.

Approach

- 4.126 The cycle parking standards were, in the Regulation 18 consultation, initially proposed to mirror those set by SCC's 2018 guidance. However, a revision was made for the Regulation 19 consultation to reflect the standards contained within the Government's Local Transport Note 1/20 Cycling Infrastructure Design, which was released in the period between the Regulation 18 and Regulation 19 consultations.
- 4.127 Cycle parking characteristics may differ dependant on the length of time the cycle is to be parked and the standards reflect this with a different quantum of cycle parking required for short and long stay parking in some development types.
- 4.128 The standards aim to make cycle parking as convenient, if not more so, than access to car parking. Short term cycle parking must be as close to the destination as possible (within 20m), convenient and adequately signed whereas long term cycle parking must be more weatherproof and have greater security provided through an enclosed and lockable shelter, store or compound. Garages can be used for secure cycle parking if they meet the minimum dimensions (discussed in paragraph 4.137 below) to allow bikes to be independently accessed alongside a car and other household storage (i.e., without the need to manoeuvre other stored objects or cars).

⁴¹ Available at: <https://www.sustrans.org.uk/bike-life>

⁴² NTS0608 dataset. Available at: <https://www.gov.uk/government/statistical-data-sets/nts06-age-gender-and-modal-breakdown#cyclling-and-motorcycling>

⁴³ CW0302 dataset. Available at: <https://www.gov.uk/government/statistical-data-sets/walking-and-cycling-statistics-cw>

- 4.129 The policy highlights the needs of users of non-standard cycles which must be considered when developing cycle parking proposals, including the likes of secure space for cargo cycles at retail developments and space for adaptive cycles at transport interchanges.
- 4.130 Further guidance on the design of cycle parking spaces can be found in the draft Parking SPD, as this went beyond the reasonable scope of policy.

Garage and car parking space dimensions

Guidance

- 4.131 The Strategic Development Framework SPD (2020) includes guidance on the design of on-street car parking and the minimum dimensions of car parking spaces and garages for the strategic sites and also the key location for growth of Ash and Tongham, excluding the North Street redevelopment site.
- 4.132 Manual for Streets (2007) highlights a number of historical issues that have led to the underutilisation of garages, including issues surrounding the increasing size of modern-day vehicles and lack of household storage.

Evidence base

- 4.133 The RAC Foundation (2021) reports that dimensions averaged across the top five selling car models has increased from 1.5m by 3.9m in 1965 to 1.8m by 4.3m in 2020.⁴⁴ However, this is an average and Table 22, below shows dimensions of popular car models, many larger than this average.

Table 22. Dimensions of modern cars

Car model and Year	Width	Length
Ford Focus (2018)	1.825m	4.378m
Nissan Qashqai (2021)	1.838m	4.425m
BMW 3 Series (2019)	1.827m	4.709m
Land Rover Discovery (2021)	1.990m	4.956m

- 4.134 Using the dimensions previously recommended by Manual for Streets (2007) of 4.8m length by 2.4m width, a pedestrian may not be able to comfortably walk between two vehicles parked next to each other in parallel and it is likely to be difficult to get in and out of the vehicles. Whilst most vehicles are slightly narrower in width, it should not be assumed that vehicles will be parked centrally within spaces. In terms of length, many modern vehicles will overshoot this standard.
- 4.135 Research into garage size and usage is sparse and generally outdated. A report by URBED (2013) notes that the proportion of residents using garages to park a vehicle can be observed at around 40-50%.⁴⁵ However, it is important to note that the datasets used in this study did not specify the size of garage within the developments assessed, which is a main

⁴⁴ Available at: <https://www.racfoundation.org/wp-content/uploads/standing-still-Nagler-June-2021.pdf>

⁴⁵ Available at: <http://www.spacetopark.org/>

contributing factor to usage as many modern cars cannot physically fit into older style garages.

Approach

- 4.136 Due to the proliferation of larger domestic motor vehicles, parking space dimensions have been increased in the draft policy from the typical UK parking bay dimension of 4.8m x 2.4m to 5m x 2.5m.
- 4.137 Garages are to be counted towards residential car parking provision where they meet minimum internal dimensions as set out in the policy. Therefore, the setting of minimum garage dimensions in policy ensures garages can be used by larger modern vehicles whilst allowing for the minimum level of cycle parking to also be accommodated if required, mindful also of the potential storage needs of the household. The minimum size of garage required depends on the level of cycle parking to be provided within the garage.
- 4.138 If cycle parking requirements are met elsewhere within the curtilage of the dwelling or through the use of convenient communal cycle stores on a residential development then there is flexibility for the garage size to follow the standard of 6m x 3m set out in Manual for Streets (DfT, 2007).
- 4.139 Garages can be provided which are smaller than the minimum dimensions, however these will not count towards parking provision.
- 4.140 Further information on the design of garages and parking spaces can be found in the draft Parking SPD, as this detail went beyond the reasonable scope of policy.

Parking provision for disabled drivers and passengers

Guidance and approach

- 4.141 Well-established guidance documents exist for the provision of designated accessible parking bays such as Inclusive Mobility: making transport accessible for passengers and pedestrians (DfT, 2021)⁴⁶. These give best practice guidance in relation to both general provision and design criteria.
- 4.142 Accessible parking must be included as a proportion of the overall vehicle parking provision specified in these standards, following the best practice guidance set out above.
- 4.143 As with car parking, a proportion of total parking should be provided for non-standard cycles to accommodate people with mobility impairments (typically 5%).

⁴⁶ Available at:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1044542/inclusive-mobility-a-guide-to-best-practice-on-access-to-pedestrian-and-transport-infrastructure.pdf

5. Next Steps

- 5.1 The draft Local Plan policy ID11: Parking Standards for New Development covered in this topic paper respond to the requirements of national policy, the findings of the evidence base review and has been informed by the Regulation 18 consultation. This draft topic paper accompanies the proposed submission Local Plan: Development Management Policies at submission. For more information, please visit New Local Plan: Development Management Policies - Guildford Borough Council.⁴⁷

⁴⁷ Available at: <https://www.guildford.gov.uk/article/25707/New-Local-Plan-Development-Management-Policies>

Appendix A: Key extracts on parking from the NPPF (2021)

9. Promoting sustainable transport

104. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

105. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

106. Planning policies should:

...

- d) provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);

...

107. If setting local parking standards for residential and non-residential development, policies should take into account:

- a) the accessibility of the development;
- b) the type, mix and use of development;
- c) the availability of and opportunities for public transport;
- d) local car ownership levels; and
- e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

108. Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other

locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

110. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

...

d) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code;

...

112. Within this context, application for development should:

...

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

...

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient location

Appendix B: Extract on “Parking: helping local shops and preventing congestion” from the written statement to Parliament: Planning update (March 2015)

“Parking: helping local shops and preventing congestion

This government is keen to ensure that there is adequate parking provision both in new residential developments and around our town centres and high streets.

The imposition of maximum parking standards under the last administration lead to blocked and congested streets and pavement parking. Arbitrarily restricting new off-street parking spaces does not reduce car use, it just leads to parking misery. It is for this reason that the government abolished national maximum parking standards in 2011. The market is best placed to decide if additional parking spaces should be provided.

However, many councils have embedded the last administration’s revoked policies. Following a consultation, we are now amending national planning policy to further support the provision of car parking spaces. Parking standards are covered in paragraph 39 of the National Planning Policy Framework. The following text now needs to be read alongside that paragraph: “Local planning authorities should only impose local parking standards for residential and non-residential development where there is clear and compelling justification that it is necessary to manage their local road network.”

Building on the success of our previous guidance to help householders rent out under-used car parking spaces, we have also updated planning guidance to local authorities to clarify that non-residential car parking space can be rented out. This will support the shared economy and increase the provision of competitively priced car parking spaces.”

Appendix C: Number of cars or vans per household

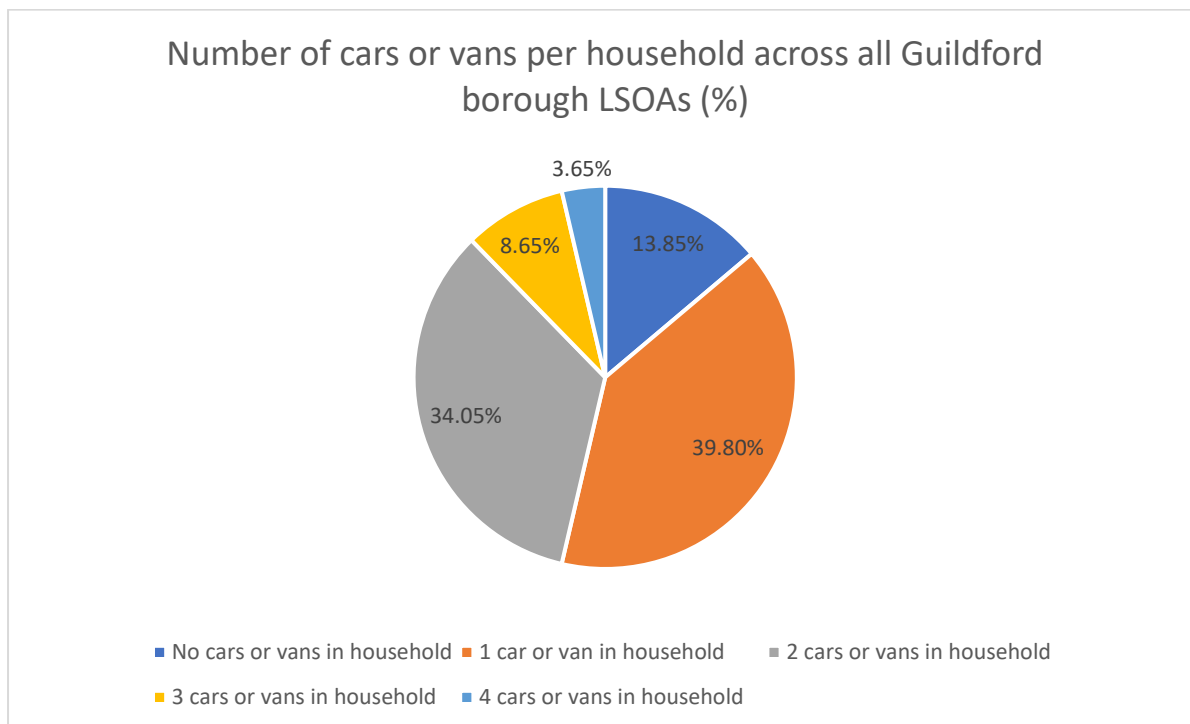


Figure C1. Number of cars and vans per household across all Guildford borough LSOAs.

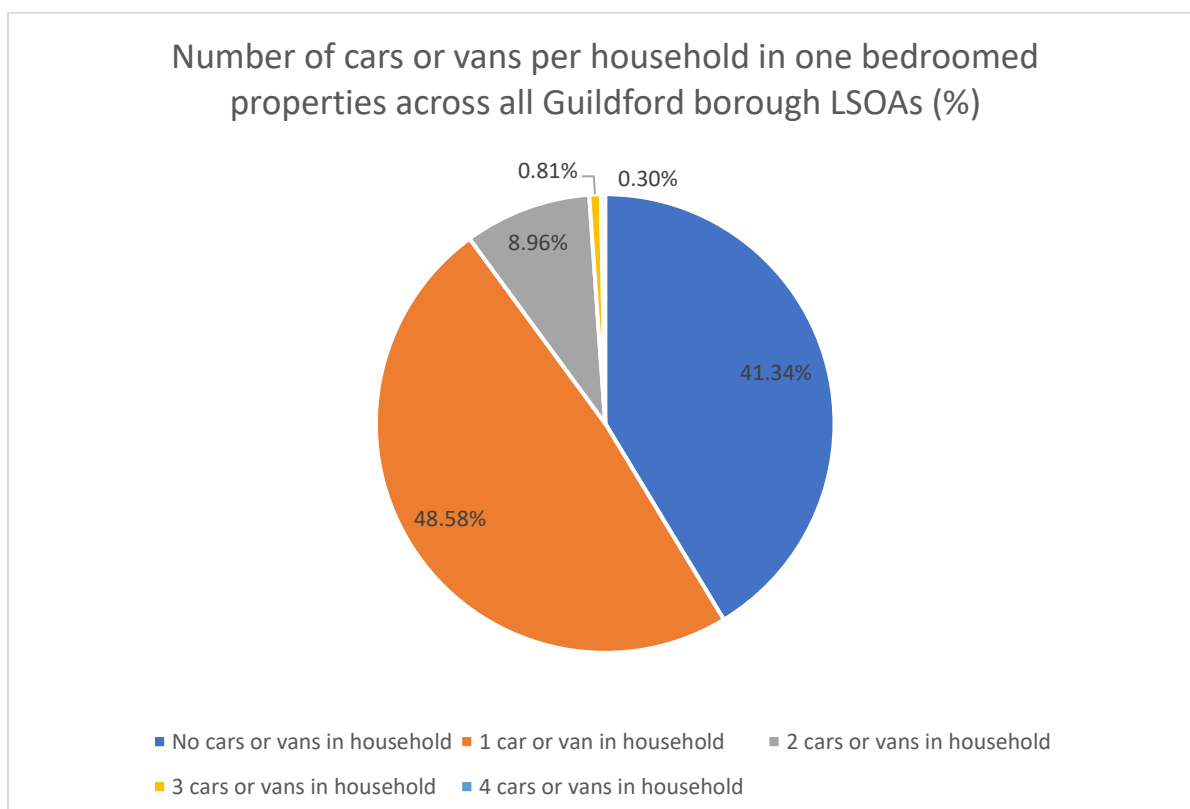


Figure C2. Number of cars or vans per household in one bedroomed property across all Guildford borough LSOAs.

Number of cars or vans per household in two bedroomed properties across all Guildford borough LSOAs (%)

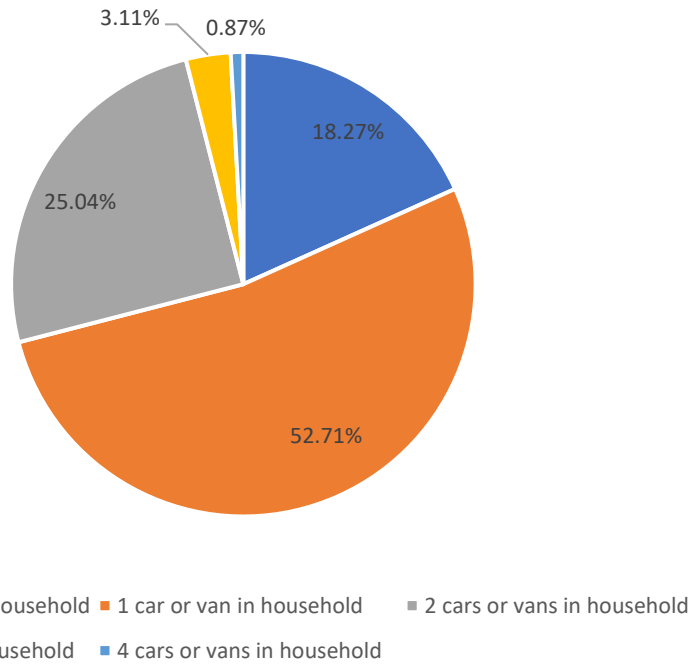


Figure C3. Number of cars or vans per household in two bedroomed properties across all Guildford borough LSOAs.

Number of cars or vans per household in three bedroomed properties across all Guildford borough LSOAs (%)

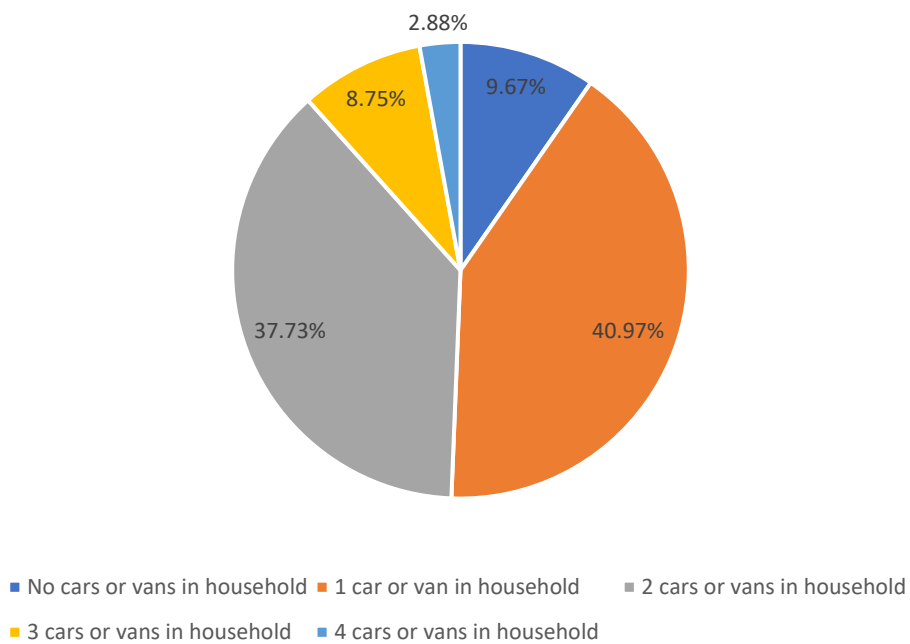
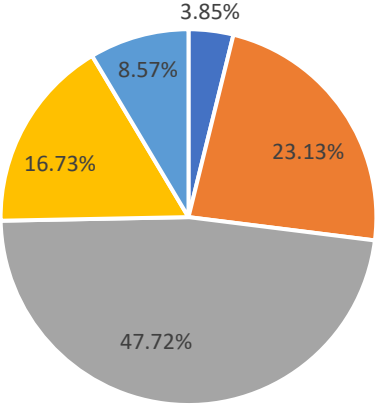


Figure C4. Number of cars or vans per household in three bedroomed properties across all Guildford borough LSOAs.

Number of cars or vans per household in 4 or more
bedroomed properties across all Guildford borough LSOAs
(%)



■ No cars or vans in household ■ 1 car or van in household ■ 2 cars or vans in household
■ 3 cars or vans in household ■ 4 cars or vans in household

Figure C5. Number of cars or vans per household in four or more bedroomed properties across all Guildford borough LSOAs.

Appendix D: Reclassification and maps of LSOAs

Table D1. Reclassification of LSOAs

LSOA	DEFRA classification	GBC classification
Guildford 001A	Rural village and dispersed	Village & Rural
Guildford 001B	Rural village and dispersed	Village & Rural
Guildford 001C	Rural town and fringe	Village & Rural
Guildford 001D	Rural village and dispersed	Village & Rural
Guildford 001E	Rural town and fringe	Village & Rural
Guildford 001F	Rural town and fringe	Village & Rural
Guildford 002A	Rural village and dispersed	Village & Rural
Guildford 002B	Rural village and dispersed	Village & Rural
Guildford 002C	Urban city and town	Village & Rural
Guildford 002D	Urban city and town	Village & Rural
Guildford 003A	Rural village and dispersed	Village & Rural
Guildford 003B	Rural village and dispersed	Village & Rural
Guildford 003C	Rural town and fringe	Village & Rural
Guildford 003D	Rural village and dispersed	Village & Rural
Guildford 003E	Rural village and dispersed	Village & Rural
Guildford 003F	Urban city and town	Village & Rural
Guildford 003G	Urban city and town	Village & Rural
Guildford 004A	Urban city and town	Suburban
Guildford 004B	Urban city and town	Suburban
Guildford 004C	Urban city and town	Suburban
Guildford 004D	Urban city and town	Suburban
Guildford 004E	Urban city and town	Suburban
Guildford 005A	Rural town and fringe	Village & Rural
Guildford 005B	Urban city and town	Suburban
Guildford 005C	Urban city and town	Village & Rural
Guildford 005D	Rural town and fringe	Village & Rural
Guildford 005E	Urban city and town	Suburban

Guildford 005F	Urban city and town	Village & Rural
Guildford 006A	Urban city and town	Suburban
Guildford 006B	Urban city and town	Suburban
Guildford 006C	Urban city and town	Suburban
Guildford 006D	Urban city and town	Suburban
Guildford 007A	Urban city and town	Suburban
Guildford 007B	Urban city and town	Suburban
Guildford 007C	Urban city and town	Suburban
Guildford 007D	Urban city and town	Suburban
Guildford 008A	Urban city and town	Suburban
Guildford 008B	Urban city and town	Suburban
Guildford 008C	Urban city and town	Suburban
Guildford 008D	Urban city and town	Suburban
Guildford 008E	Urban city and town	Suburban
Guildford 009A	Urban city and town	Suburban
Guildford 009B	Urban city and town	Suburban
Guildford 009C	Urban city and town	Suburban
Guildford 009D	Urban city and town	Suburban
Guildford 010A	Urban city and town	Suburban
Guildford 010B	Urban city and town	Suburban
Guildford 010C	Urban city and town	Suburban
Guildford 010D	Urban city and town	Suburban
Guildford 011A	Urban city and town	Suburban
Guildford 011B	Urban city and town	Suburban
Guildford 011C	Urban city and town	Suburban
Guildford 011D	Urban city and town	Suburban
Guildford 011E	Urban city and town	Suburban
Guildford 012A	Urban city and town	Suburban
Guildford 012B	Urban city and town	Suburban
Guildford 012C	Urban city and town	Suburban
Guildford 012D	Urban city and town	Suburban

Guildford 013A	Urban city and town	Suburban
Guildford 013B	Urban city and town	Suburban
Guildford 013C	Urban city and town	Town Centre
Guildford 013D	Urban city and town	Suburban
Guildford 013E	Urban city and town	Town Centre
Guildford 013F	Urban city and town	Town Centre
Guildford 014A	Urban city and town	Suburban
Guildford 014B	Urban city and town	Suburban
Guildford 014C	Urban city and town	Suburban
Guildford 014D	Urban city and town	Suburban
Guildford 015A	Urban city and town	Town centre
Guildford 015B	Urban city and town	Suburban
Guildford 015C	Urban city and town	Suburban
Guildford 015D	Urban city and town	Suburban
Guildford 016A	Urban city and town	Suburban
Guildford 016B	Urban city and town	Town centre
Guildford 016C	Urban city and town	Suburban
Guildford 016D	Urban city and town	Suburban
Guildford 017A	Rural village and dispersed	Village & Rural
Guildford 017B	Rural village and dispersed	Village & Rural
Guildford 017C	Rural village and dispersed	Village & Rural
Guildford 017D	Rural town and fringe	Village & Rural
Guildford 017E	Urban city and town	Village & Rural
Guildford 018A	Rural village and dispersed	Village & Rural
Guildford 018B	Rural village and dispersed	Village & Rural
Guildford 018C	Rural village and dispersed	Village & Rural

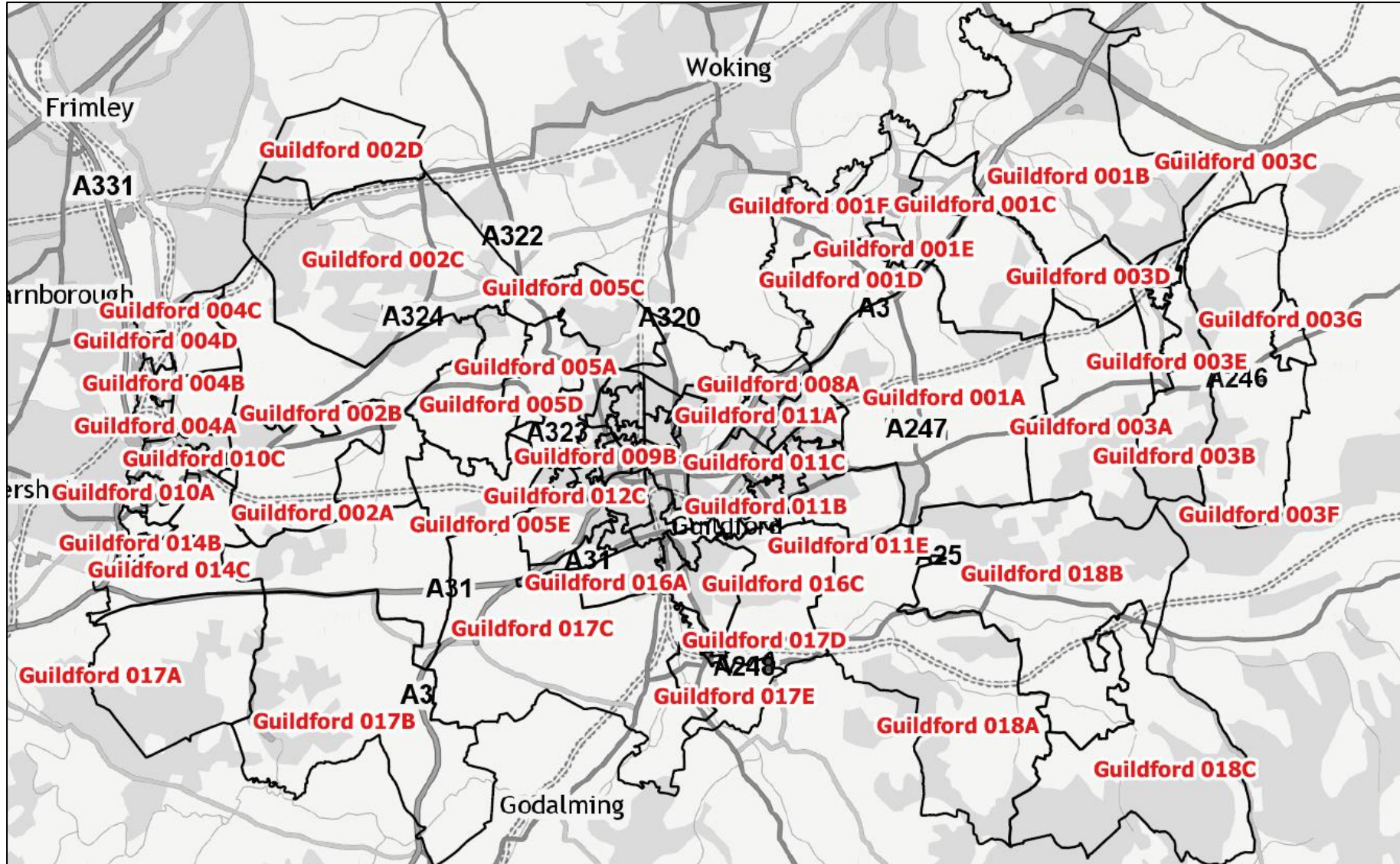


Figure D1. Map showing distribution of LSOAs in Guildford borough

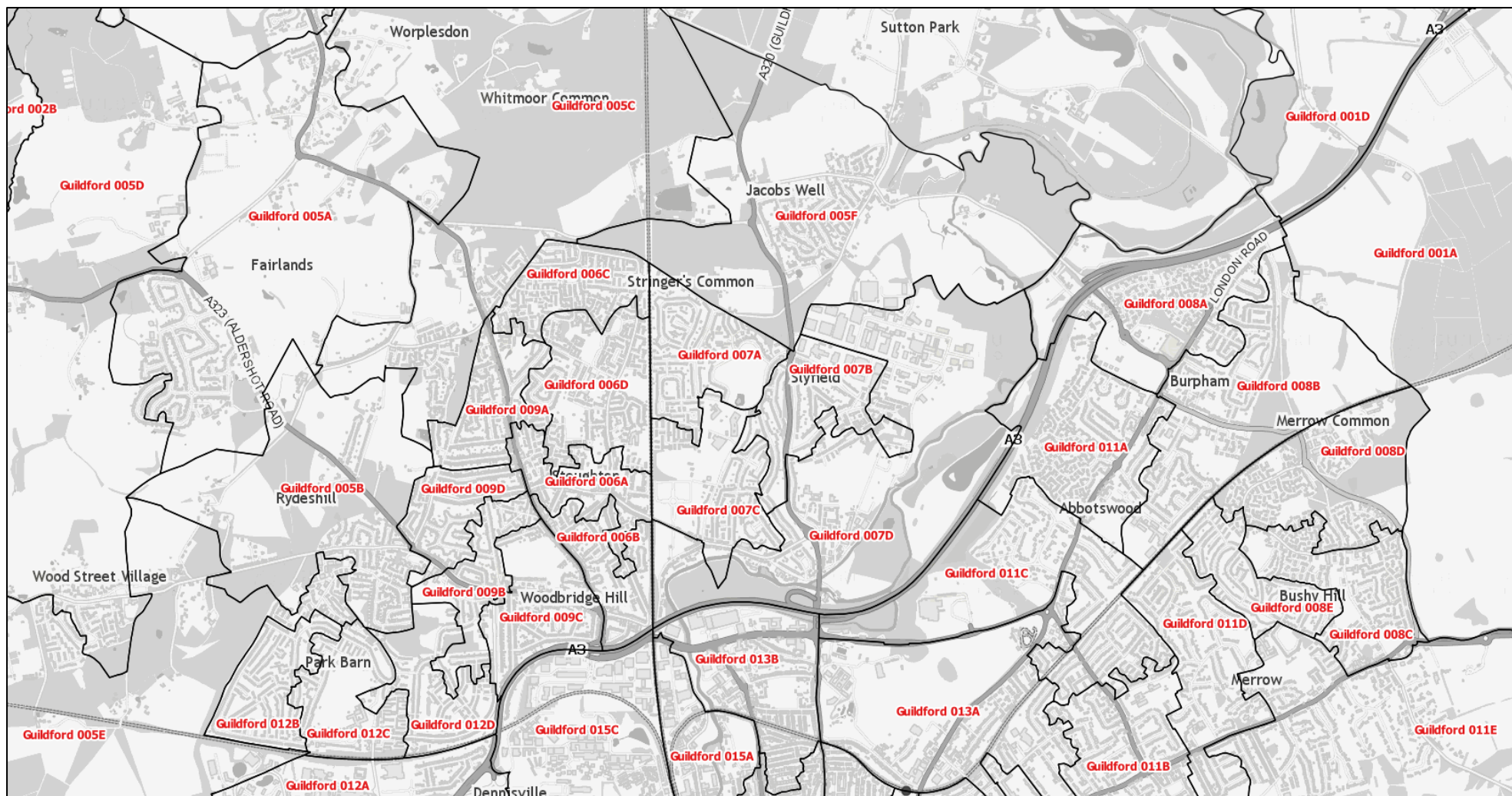


Figure D2. Map showing distribution of LSOAs in the north of Guildford

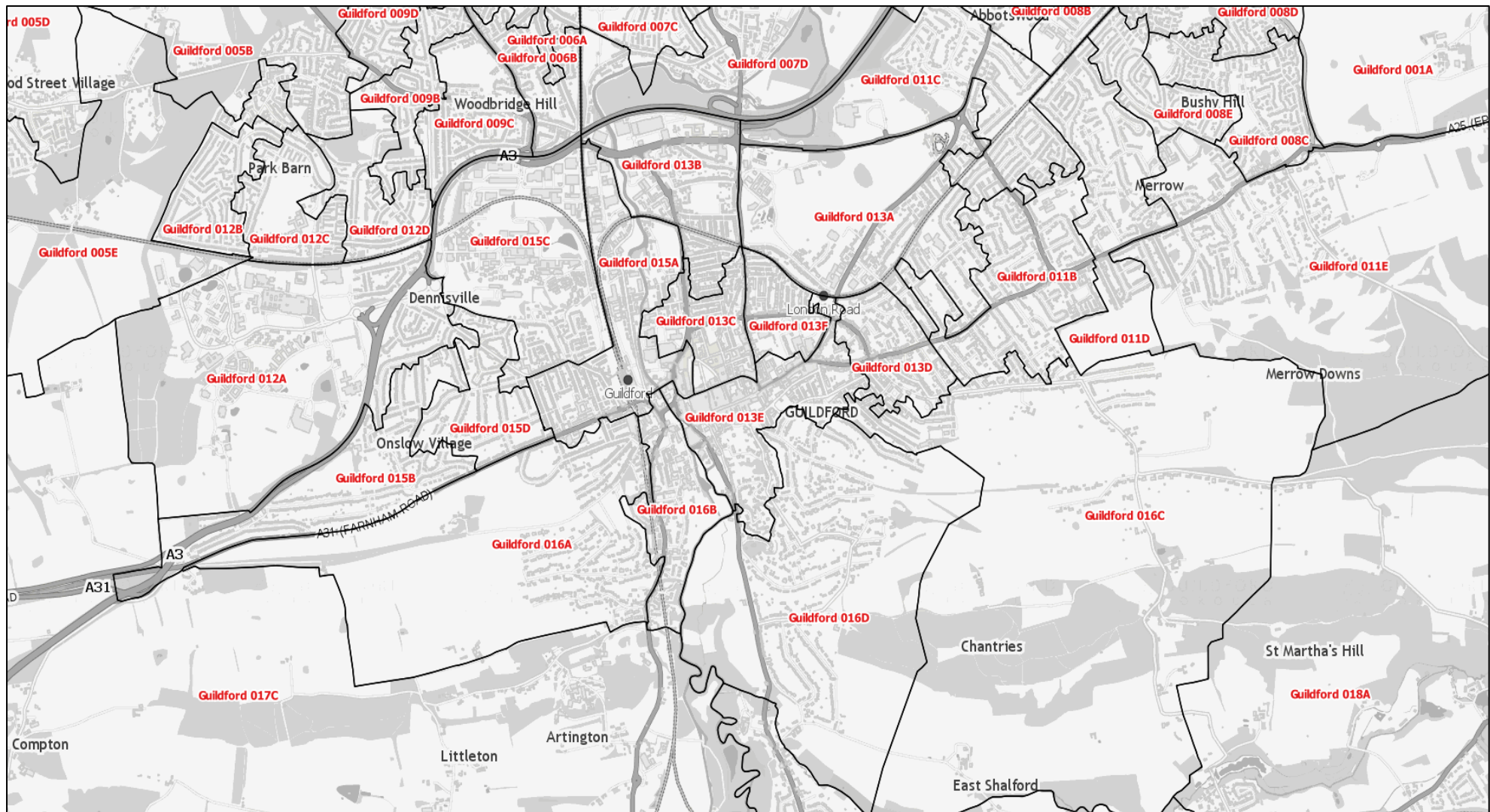


Figure D3. Map showing distribution of LSOAs in the south of Guildford

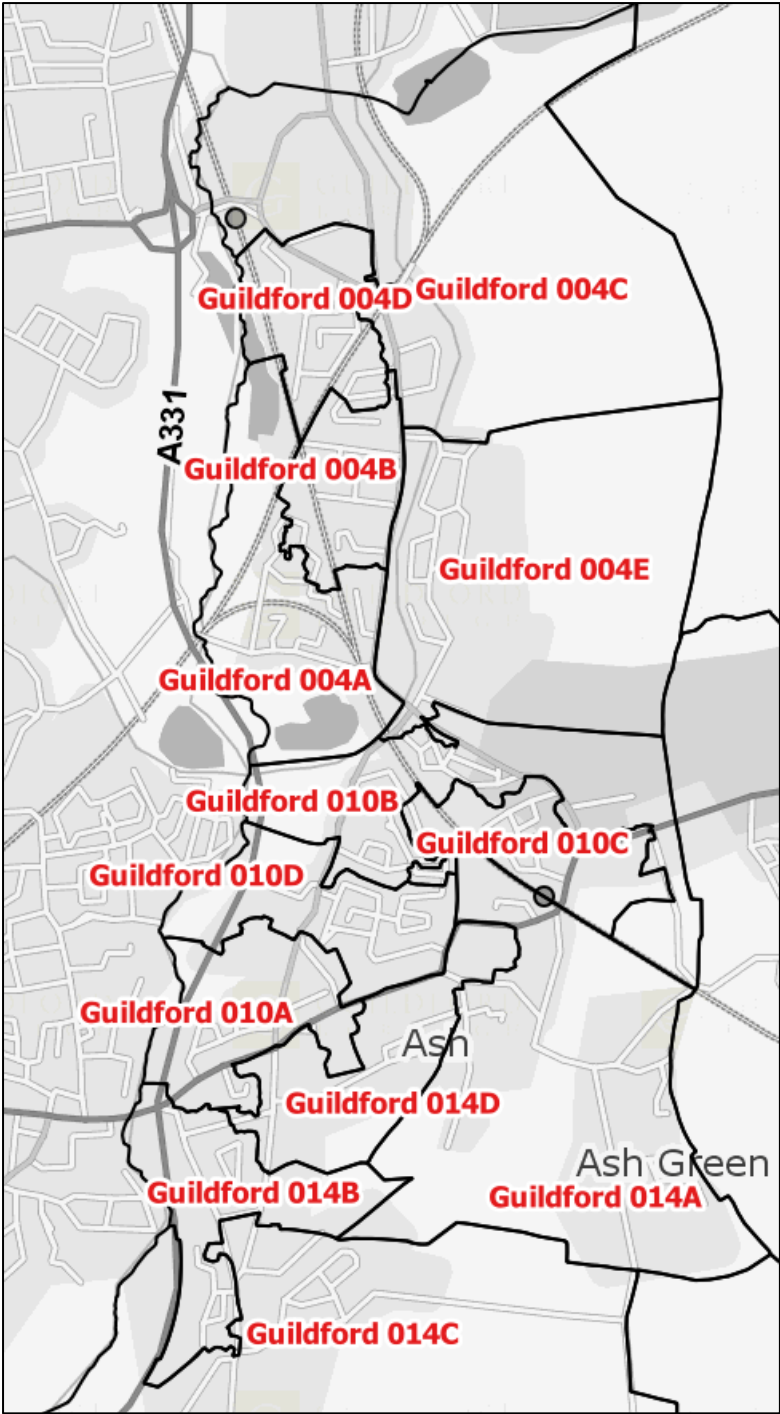


Figure D4. Detailed map showing distribution of LSOAs in Ash and Tongham

Appendix E: Scatter graph showing overall range of average car availability by area typology in Guildford borough

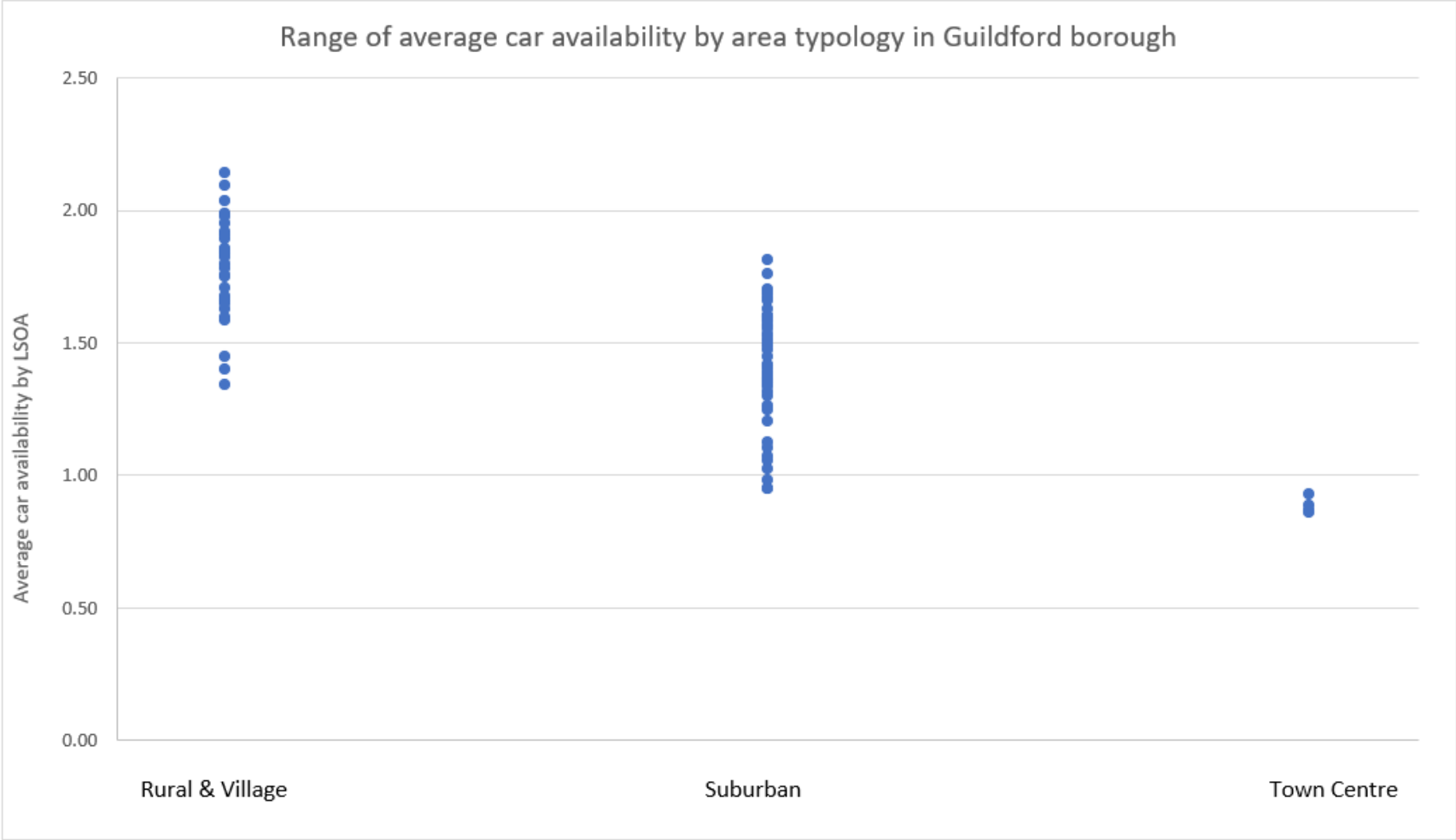


Figure E1. Range of average car availability by area typology in Guildford borough

Within the graph above, there appears to be some outliers – datasets which are either higher or lower than the rest of that area typology. For instance, the lowest ‘Rural & Village’ locations includes the Pirbright Army Training Centre, which may not have typical levels of car usage. Similarly, a correlation typically exists between car availability and the Index of Multiple Deprivation. For example, LSOAs covering Ripley, a ‘Rural & Village’ location which appears higher in the Index of Multiple Deprivation, have a similar average car availability rate to suburban locations. In a similar vein, the lowest levels of suburban car availability levels can be observed in LSOAs which cover areas such as Park Barn and Bellfields, which also appear higher on the Index of Multiple Deprivation. Areas of higher student population also typically have a lower car availability rate.

Appendix F: Average car availability by location, dwelling type and number of bedrooms in Guildford borough



Figure F1. Average car availability by location, dwelling type and number of bedrooms in Guildford borough