

# **Bath and North East Somerset Parking Strategy**

**035958-TN01-00-Benchmarking and UK Parking Best Practice**

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# 1 Introduction

This note reviews the parking regimes that are implemented in a number of locations across the UK and, based on that review, identifies best practices for parking that could be adopted in Bath and North East Somerset. The review covers the following:

- Off-street public parking management;
- On-street public parking management;
- Park and ride schemes;
- Bicycle parking provision;
- Motorcycle parking provision;
- Parking signage and customer information;
- Parking standards for different land uses.

The note begins by reviewing, location by location, the parking strategies that are in place in different towns and cities. For each of the different aspects listed above, the strategies being adopted in each location are then summarised and compared to identify best practices.

## 2 Comparison Locations

For the benchmarking study, the comparison locations have been chosen to include those that are similar to Bath and North East Somerset in terms of their size and/or general location and also to include historic cities with high numbers of tourists, which matches the situation in Bath. Reference has been made to the list of cities that Bath and North East Somerset Council have previously compared themselves against when undertaking parking charge comparison exercises (which includes all of the below locations except Canterbury and Winchester). In total, the parking regimes of the following seven locations have been reviewed:

1. Lincoln
2. Wiltshire
3. Cambridge
4. Canterbury
5. Oxford
6. Winchester
7. York

### 3 Review of Comparison Locations Parking Strategies

Descriptions of the parking regimes in each of the comparison locations is set out below. Through the review of the strategies in place for parking in each of these different locations, best practices for the different aspects of car parking provision and management can be determined.

#### 3.1 Lincoln

Lincoln has a number of similarities to Bath, being a historic cathedral city, with a relatively similar population (of approximately 93,000) and with high levels of tourist activity. A comprehensive Parking Strategy for the city was developed in 2014 (following on from the previous parking strategy produced as part of the wider Transport Strategy for the Lincoln Area in 2005). The parking strategy has four broad objectives (which feed in to a number of more specific sub-objectives) focussing on the economy (supporting economic development and regeneration), restraint (supporting measures to restrain traffic and promote alternative modes), social inclusion (improving accessibility for all) and revenue.

##### 3.1.1 Lincoln Off-Street Public Parking

The City of Lincoln Council operates 16 main car parks in the city, each of which is designated as being primarily for the use of one of the following user groups: Commuters, Visitors, Shoppers, Weekend/Bank Holiday users.

These car parks, as well as privately operated but publicly available car parks, are as set out in Table 3—1 below, and their locations are shown in Figure 3—1 (note that Tentercroft Street, Thornbridge and St. Mary's Street car parks, which are shown in Figure 3—1, are now closed).

**Table 3—1: City centre car parks by type in Lincoln**

City of Lincoln Council Car Parks			Privately Operated Publicly Available Car Parks	
Car Park	User Group	Spaces	Car Park	Spaces
Broadgate	Commuter	430	Brayford Street (NCP)	60
King Street		42	High Street (NCP)	193
Rosemary Lane		48	Silver Street (NCP)	57
Castle Hill	Visitor	25	Grantham Street (NCP)	31
Langworthgate		56	Steep Hill (NCP)	46
The Lawn		105	St Rumbold Street (NCP)	240
Westgate Group		150	St Marks Retail Park (St Marks)	780
Flaxengate	Shopper	32	Railway Station (Network Rail)	138
Lucy Tower Street		444		
Motherby Lane		39		
St Pauls Lane		36		
Beaumont Fee		70		
Sessions House	Weekend/Bank Hol	57		
County Hall		157		
City Hall Orchard St		140		
Waterside North		195		
<b>Total</b>		<b>2026</b>		



Figure 3—1: Lincoln Major Car Park Locations (Source: Lincoln Car Parking Strategy and Delivery Plan)

Visitor and shopper car parks are located centrally (shopper spaces being in the main shopping area with visitor car parks being close to the main attractions) and cater to shorter stays. Commuter car parks are intended primarily for longer stay parking, and are located further from the city centre. In total, over 2,000 spaces are provided by the City of Lincoln council in their car parks, with over 1,500 further spaces being provided to the public by private operators. A review of the operation of the Council car parks, undertaken as part of the 2014 Parking Strategy work, found that the use of the car parks is generally consistent with their designated user groups.

Charging points for electric cars are only provided at two of the Council run car parks – Broadgate and Lucy Tower Street.

### 3.1.1.1 Time Limits and Parking Charges

The parking charges for the different car parks, as set out in Table 3—2, reflect their user group designations, with charges being lower for the less centrally located, longer term commuter spaces than for the shorter term, more central, visitor and shopper spaces. Commuters are charged £1 per hour, up to a maximum daily charge of £7.00 (including the evening charge). The maximum daily charge for visitors and shoppers is £10.10, and the charging regime for these groups is generally the same, except for stays of between 1 and 2 hours, which are 20p more expensive for shoppers than visitors. Parking charges do not increase evenly with time for these groups, with the biggest jump occurring when length of stay increases from 2 to 3hrs.

**Table 3—2: Parking charges for car parks in Lincoln**

Car Park Type	Parking Charges					
	1hr	2hrs	3hrs	4hrs	Over 4hrs	Evening
Commuter	£1.00	£2.00	£3.00	£4.00	£4.50	£2.50
Visitor	£1.60	£2.60	£4.50	£5.00	£7.50	£2.60
Shopper	£1.60	£2.80	£4.50	£5.00	£7.50	£2.60
Weekend/Bank Holiday		£2.20	£3.00	£3.00	£3.00	£2.50

Lincoln Parking Strategy reviewed Lincoln’s off-street charges and found them to be appropriate compared to other local authority areas. For Lincoln it was considered that:

- Lincoln’s tariffs should be higher than other Lincolnshire towns
- Lincolns tariffs should be lower than those in surrounding larger cities (as Lincoln has a less comprehensive offer than those centres)
- Lincoln’s tariffs should be comparable to or lower than similar historic cities, to help it compete with those other centres

The final point, especially, needs to be considered when comparing Lincoln parking charges to those in place in Bath. The Parking Strategy also noted that there is significant variation in the performance of council-owned car parks regarding total revenue and revenue per space.

### 3.1.1.2 Season Tickets

Parking at the three commuter car parks can be paid for through season tickets, which are available for either monthly or annual durations (starting 1<sup>st</sup> April). Although primarily for use at a specific commuter car parks, these season tickets also enable the holders to park at a limited number of other named car parks. The details of the season tickets are as set out in Table 3—3 below.

**Table 3—3: Season tickets for off-street parking in Lincoln**

Main Car Park for Permit	Annual Cost	Monthly Cost	Permit can also be used at:
Broadgate	£875.50	£74.00	Chaplin Street and Langworthgate
Lucy Tower Street	£1,112.00	£96.00	Chaplin Street, Langworthgate and Broadgate
The Lawn	£875.50	£74.00	Can be only be used at The Lawn

For vehicles in emissions bands A to C (less than 120g CO<sub>2</sub>/km) there is also a low emissions discount of £75 available for season tickets.

### 3.1.1.3 Payment Method

Pay and display is in operation at all car parks, with pay and display machines provided in the car parks themselves. The majority of these machines accept debit and credit cards as well as cash. Additionally, a PayByPhone service is available for all car parks, allowing parking to be paid for through an app, online, or over the phone. Season tickets are available online.

### 3.1.1.4 Penalties and Enforcement

The majority of public car parks (excluding those available to the public only at the weekend and on bank holidays) are open 24 hours a day, and there is no maximum period for vehicle waiting.

Two levels of penalty charge notice, 'Higher' and 'Lower', are issued for different severities of parking infringement. Higher penalties are payable at £70 and lower penalties are payable at £50.

## 3.1.2 Lincoln On-street Public Parking

### 3.1.2.1 Provision

Both public and residents on-street parking spaces are provided in Lincoln. Residents' spaces are located in one of 19 controlled zones in the city. In these residents' parking zones, people can only park if they have the relevant permit. As stated on the City of Lincoln council website, the exact boundaries of each of the different zones are not illustrated on a publicly available map in order to prevent abuse of the system. Public on-street parking tends, however, to be located close to the city centre, with residential on-street parking being more common in less central areas. The Lincoln Parking Strategy notes that there is limited on-street disabled parking provision in the city.

### 3.1.2.2 Time Limits and Parking Charges

All on-street public parking in Lincoln is currently available free of charge. There are, however, a number of waiting time restrictions in place for public on-street parking, covering Monday-Saturday 8:00-18:00:

- 30mins, no return within 1 hr
- 1hr, no return within 2hrs
- 1hr, no return within 4hrs
- 2hrs, no return within 2hrs
- 2hrs, no return within 4hrs
- 3hrs, no return within 2hrs

Restrictions in the 19 permit parking zones apply Monday-Saturday 8:00-18:00. Permits are issued to residents/residential visitors and businesses. The details of these, including annual costs, are as set out in Table 3—4 below.

**Table 3—4: Parking permits in Lincoln**

Type of permit	Cost (per year)	Notes
Resident/Residential Visitors	First permit: £26.00 Further permits: £52.00	Maximum of 3 permits per house Free book of ten visitor day permits
Business	£52.00	Maximum of three permits per business permits.
HIMO (House in multiple occupation) and Shared housing permits	£52.00	Maximum of 3 permits per house Free book of ten visitor day permits
Day visitor scratchcards	One free book of visitor scratch-cards per property per year.	Additional books of 10 scratchcards for £17.00 up to a maximum of 10 books per year.

Residents can purchase up to three permits per house (whether for themselves or for their visitors), the first permit costing £26.00, with any additional permits costing £52.00. For houses in multiple occupation, all permits, including the first, cost £52.00. Free permits are available for those who are in receipt of income support or have a disabled driver blue badge.

Businesses (if located in the residents' parking zone and without off-street parking) can purchase a maximum of 3 permits, costing £52.00 each.

Discounts are available for low emissions vehicles, provided that the vehicle produces less than 120g/km CO<sub>2</sub> and is in car tax band A, B, or C. The low emissions permits are £26.00 and apply to Residents, Visitors, and HIMO parking permits.

In addition to the annual permits, visitor day permits are also available (in the form of scratch cards) costing £17.00 for a book of ten. A free book of visitor day permits is provided with the first residential permit issued per dwelling.

### **3.1.2.3 Payment Method**

On-street public parking is free. Parking permits are purchased online (on the city of Lincoln Council website) by debit/credit card.

### **3.1.2.4 Enforcement**

Civil Parking Enforcement is in place in Lincoln, meaning the Council (as opposed to the police) enforce on-street parking restrictions. Penalty charge notices are issued for parking contraventions.

### **3.1.3 Lincoln Park and Ride**

No park and ride facilities are provided in Lincoln.

### **3.1.4 Lincoln Bicycle Parking Provision**

Cycle parking is provided in multiple locations throughout central Lincoln, as illustrated in Figure 3—2. In addition to typical (Sheffield or similar) parking stands, secure cycle parking lockers are provided in a number of locations. The exact numbers of cycle stands and cycle lockers are not specified.

Additionally, a 'cycle hub' has recently opened (in late 2016) at Lincoln Station. This facility significantly strengthens facilities for cyclists in the city, providing secure 24/7 cycle storage for up to 196 bicycles, as well as changing facilities and toilets for cyclists. The purchase of a £10 key fob allows lifetime access to the facility.



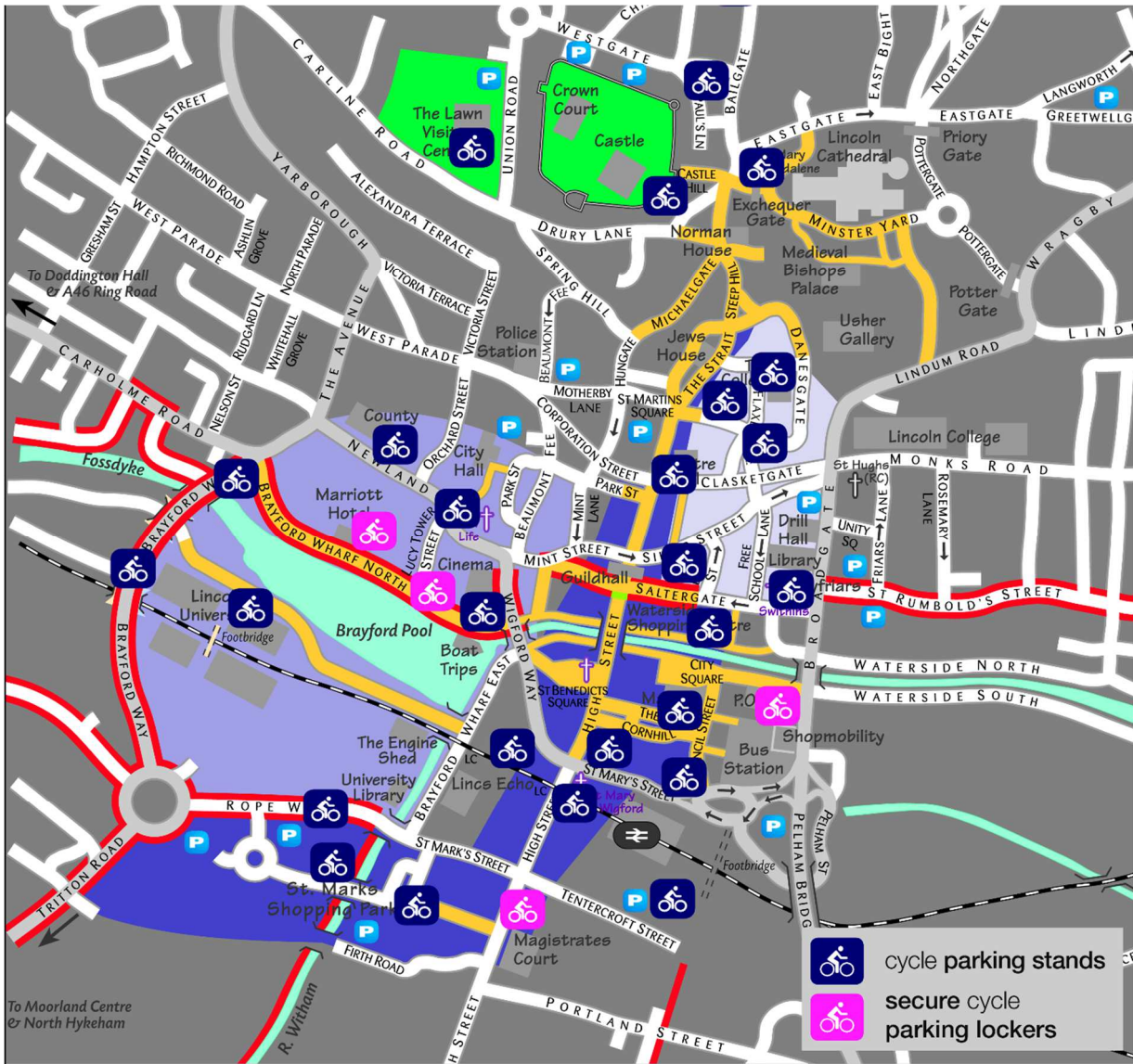


Figure 3—2: Cycle Parking Locations in Central Lincoln (Source: Lincoln Business Improvement Group)

### 3.1.5 Lincoln Motorcycle Parking Provision

Dedicated parking bays for motorcycles are available in four of the Council run Lincoln car parks: Lucy Street car park, Broadgate car park, Westgate 2, and Castle Hill. Motorcycle parking is charged at a rate of £2.20 per day. The City of Lincoln council do not publicise any on-street motorcycle parking locations in the city.

### **3.1.6 Lincoln Parking Signage and Customer Information**

The Lincoln Car Park Strategy document indicated a deficiency in car park signage in the city, with insufficient signage being provided to guide drivers to the different car parking locations. Interactive Variable Message Signs are used in Lincoln, but they are mainly used for purposes unrelated to car parking (such as to alert drivers when they are speeding).

Information regarding public off-street car park locations, charges and other details are provided on the City of Lincoln Council website. The information provided regarding on-street provision is much less comprehensive, however, and doesn't indicate locations of publicly available on-street parking, controlled parking zones, or the waiting time restrictions in place in different areas.

### **3.1.7 Lincoln Parking Standards for Different Land Uses**

Lincoln no longer has any set maximum (or minimum) parking standards for proposed developments, citing the publication of the National Planning Policy Framework removing the need for such standards. Instead, proposals are dealt with on a case-by-case basis with the main issue considered being the provision of sufficient off-street parking to avoid the over-spill of parked vehicles onto the highway to the detriment of road safety and capacity.

New standards are expected to be included in the new Local Plan currently being prepared by the local planning authority.

## **3.2 Wiltshire**

The county of Wiltshire (population 680,000 approx.) shares a boundary with Bath and North East Somerset, and is located in the same South West of England region. Wiltshire Council have a published Car Parking strategy, which is part of the Wiltshire Local Transport Plan developed for the year 2011-2026. This Car Parking Strategy covers a number of areas, including: the overall management of car parking in Wiltshire, managing the council's car parking stock, setting of appropriate parking charges, parking standards, visitor attraction parking, parking at railway stations, and safety and mobility impaired requirements. The strategy emphasises parking being a part of the sustainable transport system, which aims to support economic, social and environmental objectives.

### **3.2.1 Wiltshire Off-Street Public Parking**

The Wiltshire Council controls a total of 79 surface and multi-storey car parks across the county, distributed between a number of major and smaller centres. Table 3—5 details the provision in different towns, and broader areas, in Wiltshire. Salisbury, with 2,784 spaces is the town with the highest provision, followed by Chippenham with 1,248 spaces and Devizes with 1,109 spaces. Broadly similar numbers of spaces are provided in each of the different areas of Wiltshire (Northern, Southern, Eastern and Western), with the highest provision, of 3,056 spaces, being in Southern Wiltshire.

**Table 3—5: Number of car parks found in each town in Wiltshire**

<b>Wiltshire Council Car Parks</b>			
<b>Area</b>	<b>Location</b>	<b>No. of Car Parks</b>	<b>Total No. of Spaces</b>
Northern Wiltshire	Box	1	24
	Calne	1	77
	Castle Combe	1	95
	Chippenham	10	1248
	Corsham	4	322
	Cricklade	1	34
	Malmesbury	2	162
	Royal Wootton Bassett	2	285
Eastern Wiltshire	Devizes	11	1109
	Marlborough	3	490
	Pewsey	2	104
Southern Wiltshire	Amesbury	2	113
	Salisbury	5	2784
	Tisbury	1	46
	Wilton	2	113
Western Wiltshire	Trowbridge	4	817
	Bradford on Avon	8	305
	Melksham	4	374
	Warminster	7	455
	Mere	2	102
	Westbury	6	293
<b>Total</b>			<b>9352</b>

Short-stay parking has been prioritised on sites within an acceptable walking distance of shopping and commercial areas, with long-stay parking generally being on sites away from the central area (although there are exceptions).

In addition to the Council operated car parks a number of privately operated but publicly available car parks are in operation throughout the county. The major car parks of this type in the area tend to be operated by supermarkets.

Wiltshire Council has recently installed twin fast charging units for electric vehicles as part of the Local Sustainable Transport Fund project. These are located at Bradford on Avon Station Car Park, George Lane Car Park, Marlborough and Salisbury Beehive Park & Ride. There are numerous other ready to use charging points provided by private operators at various locations within Wiltshire.

### 3.2.1.1 Time Limits and Parking Charges

For parking charging purposes, Wiltshire is divided into four location based bands, as set out in Table 3—6, below.

**Table 3—6: Parking Charge Bands in Wiltshire**

Band	Spatial Area
1	Salisbury
2	Chippenham and Trowbridge
3	Market Towns
4	Small Towns and Villages (including rural areas)

Parking charges, as set out in Table 3—7, are also different for 'long' and 'short' stay car parks. Long-stay car parks allow up to all day parking, whereas short-stay parking is for a maximum stay of 3hrs.

**Table 3—7: Off-street car parking charges in Wiltshire**

Band	Stay	<1hr	<2hrs	<3hrs	<4hrs	<5hrs	<8hrs	All day
1	Short	£1.40	£2.50	£4.20	-	-	-	-
1	Long	£1.40	£2.50	£4.00	£4.60	£5.50	£7.40	£7.40
2	Short	£1.00	£1.50	£3.20	-	-	-	-
2	Long	£0.80	£1.30	£2.60	£3.10	£4.20	£5.40	£5.90
3	Short	£0.40	£1.20	£2.10	-	-	-	-
3	Long	£0.30	£1.10	£2.00	£2.40	£3.20	£5.20	£5.60
4	Short	£0.30	£1.10	£2.00	-	-	-	-
4	Long	£0.20	£1.00	£1.90	£2.30	£2.90	£4.80	£5.20

Parking charges in bands 3 and 4, which cover the smaller Wiltshire towns, are significantly cheaper than those for bands 1 and 2, with the difference being most pronounced for shorter durations of stay – a 1hr stay in a band 4 car park costs as little as a seventh as much as the same length of stay in a band 1 car park. The differences in price between long and short-stay car parks is less marked, with long-stay car parks being only slightly cheaper.

As noted in the Wiltshire Parking Strategy document, parking charges are generally lower in Wiltshire than in the surrounding local authority areas and key competitor towns. The Council has also identified that having a significant difference in the parking charges across Wiltshire will only result in competition between towns, so has aimed to standardise parking charges for similar types of centre.

Parking charges do not apply to all of the Council run car parks in Wiltshire. Many car parks are free, at least for certain lengths of time. The free car parks are listed in Table 3—8 and are mainly found in Market Towns and Rural Areas.

**Table 3—8: Free Public Car Parks in Wiltshire**

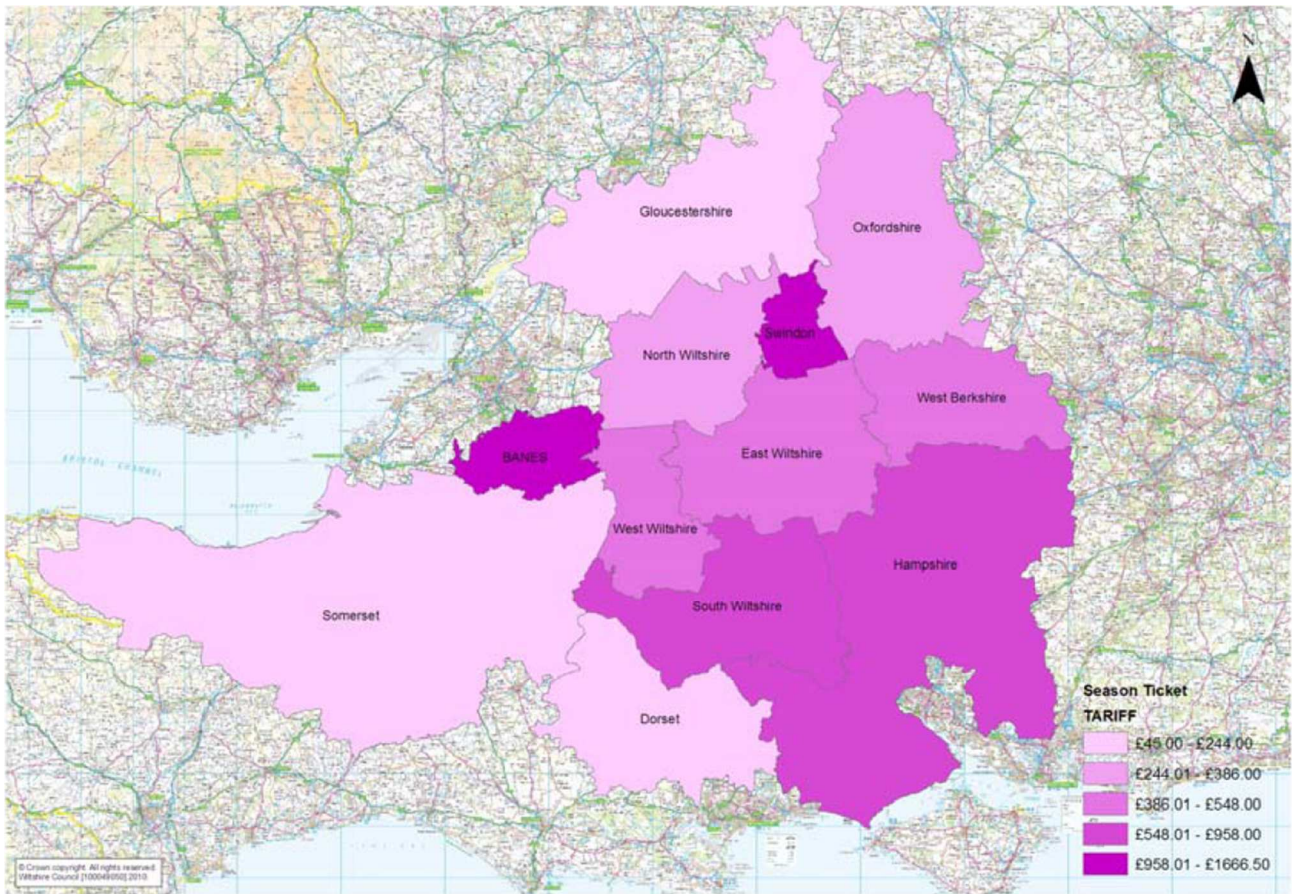
Area	Urban Centre	Location
Northern Wiltshire	Box	Market Place
	Castle Combe	Dunns Lane
	Corsham	Springfield Leisure Lane Centre
	Cricklade	High Street
	Malmesbury	Burnham Road
Eastern Wiltshire	Devizes	Market Place (free up to 30 minutes)
	Pewsey	Hallgate House, North Street Car Park
Southern Wiltshire	Amesbury	Market Place, South Street
	Salisbury	Five Rivers Leisure Centre
	Tisbury	Avenue
	Wilton	Market Place, South Street
Western Wiltshire	Trowbridge	Southwick Country Park, St Stephen's Place (multi-storey)
	Bradford on Avon	Budbury Place, Newtown
	Warminster	Smallbrook Lane
	Westbury	Westbury Leigh
	Mere	Castle Street, Salisbury Street

### 3.2.1.2 Season Tickets

Season tickets can be purchased for many of the public car parks in Wiltshire. Prices also vary between the different areas illustrated in Figure 3—3.

**Table 3—9: Premium and Standard Parking Season Ticket Rates in Wiltshire**

Location	Annual Cost		Half-yearly cost		Quarterly Cost		Monthly Cost	
	Premium	Standard	Premium	Standard	Premium	Standard	Premium	Standard
Chippenham	£1227.00	£430.00	£613.00	£215.00	£307.00	£107.00	£104.00	£36.00
Trowbridge								
Bradford on Avon	£1123.00	£394.00	£562.00	£197.00	£280.00	£99.00	£95.00	£33.00
Devizes								
Marlborough								
Melksham	-	£394.00	-	£197.00	-	£99.00	-	£33.00
Warminster								
Calne								
Corsham								
Malmesbury								
Royal Wootton Bassett								
Amesbury								



**Figure 3—3: Season Ticket Tariff Areas in Wiltshire and Surrounding Authorities (Source: Car Parking Review Technical Report)**

Car parks are also categorised as either ‘Premium’ or ‘Standard’ for season ticket purposes, with season tickets for ‘Premium’ cars being significantly more expensive. ‘Premium’ car parks are usually located within the town centre, with car parks outside the central area being charged at the ‘standard’ rate. The difference between the premium and standard rate is intentionally high in order to dissuade cars from parking in the town centre. Some of the towns and rural areas within Wiltshire have no ‘premium’ rate.

**3.2.1.3 Payment Method**

Pay and display machines are located within the different car parks. These generally accept coin payments or cashless parking and virtual permits through MiPermit. MiPermit enables parking to be paid for over the phone, by SMS, by smartphone application, or online.

**3.2.1.4 Penalties and Enforcement**

Most of the car parks in Wiltshire are open for 24 hours with no restrictions on maximum stay in long-stay car parks. Short-stay car parks only allow a maximum stay of 3 hours.

Parking Management and enforcement is undertaken by the Parking Services team in Wiltshire Council. Two levels of penalty charge notice, 'Higher' and 'Lower', are issued for different severities of parking infringement. Higher penalties are payable at £70 and lower penalties are payable at £50. A 50% discount is applied if charges are paid within 14 days of ticket issue.

### 3.2.2 Wiltshire On-street Public Parking

#### 3.2.2.1 Provision

Both public and permit controlled on-street car parking is provided throughout Wiltshire, though details of the level of provision is only provided by Wiltshire Council for Malmesbury and Salisbury, as set out in Table 3—10.

**Table 3—10: On-Street Public Car Parking in Malmesbury and Salisbury, Wiltshire**

Town	Location	No. of parking spaces
Malmesbury	Cross Hayes	96
Salisbury	Blue Boar Row	6
	Brown Street	15
	Castle Street	15
	Catherine Street	9
	Chipper Lane	13
	Cranebridge	5
	Fisherton Street	7
	Ivy Street	6
	Milford Street	28
	Salt Lane	7
	Scott Lane	5
	Winchester Street	3

In providing on-street parking in the county, the Wiltshire Parking Strategy sets out the following objectives:

- Short-stay parking (up to two hours) will be given priority at locations in or near shopping or commercial centres
- Adequate provision will be made for the delivery of goods and for public service and emergency vehicles
- Provision for Blue Badge holders will be made in line with recognised national standards (as a minimum)
- On residential roads, priority will be given to meeting residents' parking needs
- The mix, number and usage of on-street parking spaces will be periodically reviewed to ensure they continue to meet Local Transport Plan objectives and reflect local circumstances.

The management of the on-street space is governed by a hierarchy system, which prioritises, in this order, the accommodation of different user groups:



- Bus stops
- Taxis
- Disabled parking provision
- Delivery bays
- Short-stay car parking
- Residents and long-stay car parking

Permit controlled residents' on-street parking zones are in place in Salisbury, Bradford on Avon and Trowbridge. In Salisbury, zones B, D, E, F and I (illustrated in Figure 3—4) are solely for the use of permit holders. Zones A, C, G and H can be used by the public for up to 2hrs, but only permit holders can park in these areas for longer durations. Single permit parking zones are enforced in each of Bradford on Avon (illustrated in Figure 3—5) and Trowbridge.

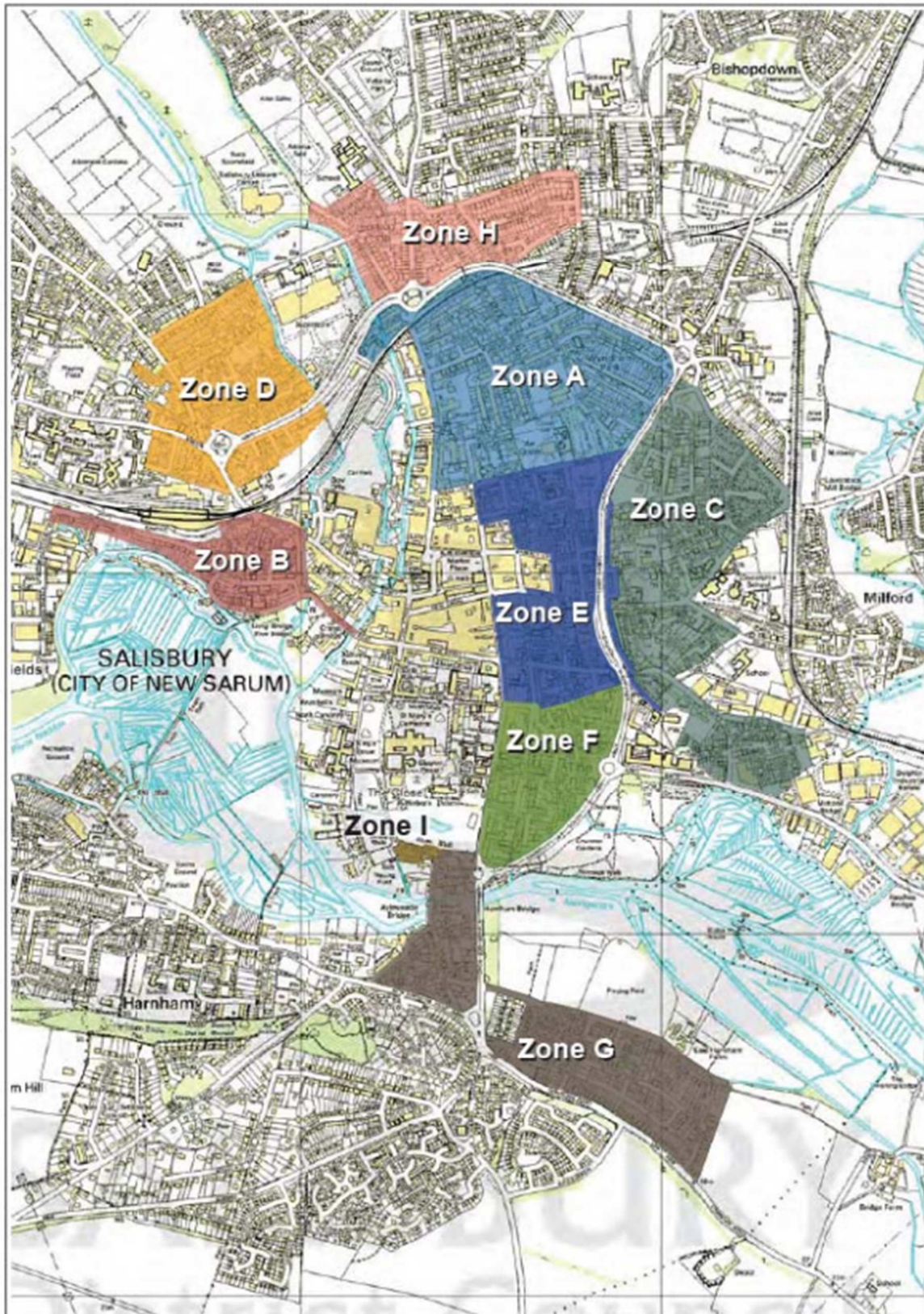


Figure 3—4: Salisbury Residents’ Parking Zones (Source: Wiltshire Council)

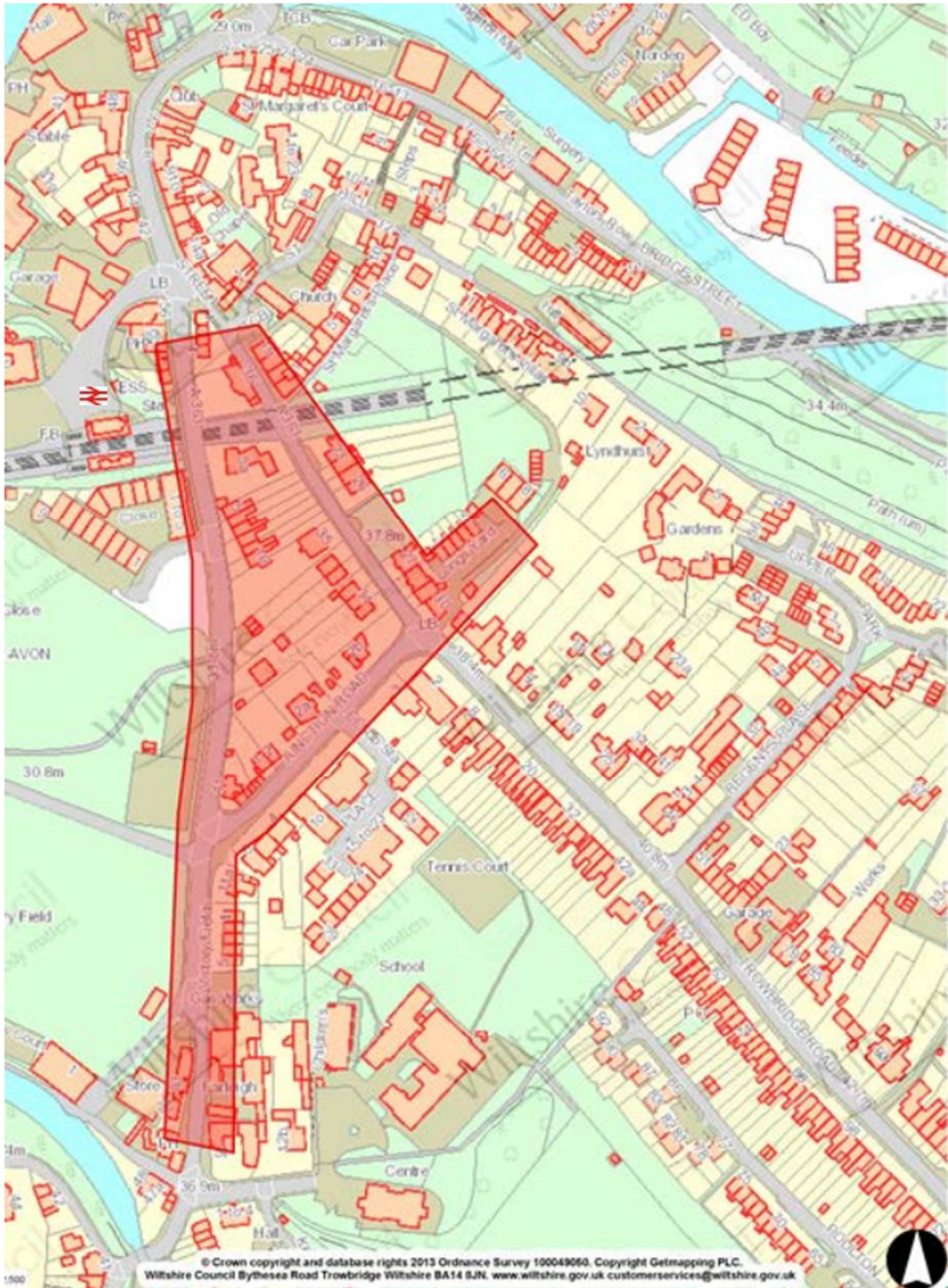


Figure 3—5: Bradford on Avon Residents' Parking Zone (Source: Wiltshire Council)

**3.2.2.2 Time Limits and Parking Charges**

Waiting time restrictions are in place in Wiltshire for public on-street car parking and generally cover Monday-Friday 8:00-18:00 and Saturday 8:00-13:00. The following restrictions are in place in different areas:

- No waiting at any time
- No waiting Monday to Friday 10am to 12pm
- No waiting Monday to Friday 10am to 4pm
- No waiting Monday to Friday 8am to 6pm
- No waiting Monday to Saturday 9am to 12.30pm
- No waiting 8am to 6pm
- 30 minutes no return within 1 hour (Monday to Friday 8am to 6pm; Saturday 8am to 1pm)
- 30 minutes no return within 1 hour (Monday to Saturday 8am to 6pm)
- 1 hour no return within 2 hours (Monday to Saturday 8am to 6pm)
- 2 hours no return within 2 hours (Monday to Saturday 8am to 6pm)
- 2 hours no return within 3 hours (Monday to Friday 9am to 5pm)

It appears that on-street parking for longer than 2hrs is not permitted in any location.

The Wiltshire parking strategy states that, to reflect its greater convenience, charges for on-street parking will be set at a premium over the equivalent off-street parking charge. It appears, however, that much of the on-street public parking being provided in Wiltshire is available free of charge. The on-street charging information for Malmesbury and Salisbury is as set out in Table 3—11. Parking in these areas is available for a maximum of 2hrs. Blue Badge holders are eligible to park for free without any time restrictions.

**Table 3—11: Non-resident on-street parking charges in Malmesbury and Salisbury, Wiltshire**

Town	Parking Area	Charges			Maximum Stay
		30mins	1hr	2hr	
Malmesbury	Cross Hayes	-	£0.50	£1.30	2 hours
Salisbury	Blue Boar Row, Brown Street, Castle Street, Catherine Street, Chipper Lane, Cranebridge, Fisherton Street, Ivy Street, Milford Street, Salt Lane, Scotts Lane, Winchester Street	£0.50	£1.50	-	1 hour

The residents’ permit parking scheme operates between the hours of 8:00-18:00 from Monday to Saturday, except bank holidays. The available parking permits are summarised in Table 3—12

**Table 3—12: Parking permits in Salisbury and Bradford on Avon**

Location	Type of permit	Cost	Notes
Salisbury	Residents only zone	£40.00 per year	Maximum of 2 per residence
	Limited waiting residents' parking zones	£20.00 per year	Maximum of 2 per residence
	Daily visitor's permit	£4.00 per book of 10	Up to 100 per year for residents only zones and 50 per year for limited waiting residents' parking zones
Bradford on Avon and Trowbridge	Limited waiting residents zones	£90.00 per year	Maximum of 2 per residence
	Daily visitors' scratch cards	£4.00 per book of 10	

In Salisbury, permits cost £40 in the residents only zones, and a reduced rate of £20 is available for permits within the limited waiting residents' parking zones (which are available for use for everyone for up to 2hrs, but are only for permit holders for longer stays). Permits are available to residents of the relevant zone (a maximum of 2 tickets per dwelling), and to businesses located in the zone. In addition to their own permits, residents can purchase additional day permits for their visitors at a cost of £4 per book of 10.

Permits are more expensive in Trowbridge and Bradford on Avon than in Salisbury, costing £90 per year. Up to 2 permits are available per dwelling per year, to residents of these zones. In addition to their own permits, residents can purchase additional day permits for their visitors, at a cost of £4 per book of 10.

### 3.2.2.3 Payment Method

On-street parking is payable through pay and display or using MiPermit, which allows charges to be paid over the phone, by SMS, by smartphone application, or online.

Permits for Trowbridge and Bradford on Avon must be paid for by cheque. Salisbury permits can be paid for online through MiPermit (using a debit or credit card).

### 3.2.2.4 Enforcement

Wiltshire Council are responsible for the management and maintenance of on-street parking. Penalty charge notices are issued for parking contraventions. Parking penalties can be paid through the Council website, or by telephone with a credit/debit card or by sending a cheque payable to Wiltshire Council by post.

## 3.2.3 Wiltshire Park and Ride Provision

Salisbury is the only town in Wiltshire that currently operates a park and ride system. Five park and ride sites are provided on the perimeter of that town, covering north, south, east and west approaches. These park and rides are as listed in Table 3—13 and illustrated in Figure 3—6. In total, 2,366 park and ride spaces are provided.

**Table 3—13 Salisbury Park and Ride Car Parks**

<b>Park and Ride Car Parks</b>	<b>Spaces</b>
London Road P&R	380
Petersfinger P&R	680
Britford P&R	486
Wilton P&R	420
Beehive P&R	400
<b>Total</b>	<b>2,366</b>

The park and rides have been provided in order to encourage car users to utilise public transport for at least part of their journeys, which should contribute to reducing traffic congestion on radial routes into Salisbury and in town the centre. It has also been recognised by Wilshire Council that by providing park and ride facilities, the need for long-stay public car parking in the town centre can be reduced without worsening competitiveness of the local economy.

**Table 3—14 - Salisbury Park and Ride Operation Times and Service Frequency**

	<b>Park and Ride</b>	<b>Service Frequency</b>	<b>Mon-Fri</b>		<b>Saturday</b>		<b>Public Holidays</b>	
			<b>Service Starts</b>	<b>Service Finishes</b>	<b>Service Starts</b>	<b>Service Finishes</b>	<b>Service Starts</b>	<b>Service Finishes</b>
E	London Road P&R	15mins	07:20	23:30	08:00	23:30	08:00	18:35
N	Petersfinger P&R	15mins	07:30	18:40	08:00	18:30	08:00	18:30
N	Britford P&R	15mins	06:20	20:40	06:20	20:40	08:00	18:30
S	Wilton P&R	15mins	06:30	23:10	06:30	23:20	08:00	20:10
W	Beehive P&R	15mins	06:35	22:50	07:50	22:50	08:00	18:35

Bus services operate from Salisbury’s park and rides every 15minutes Monday to Saturday. Park and ride services do not operate on Sundays. Bus services begin operating sometime between 06:20 and 07:30. There is significant variation between park and ride sites in the time of the last bus service. The bus service for Petersfinger park and ride finishes as early as 18:30. By contrast, the bus servicing London Road Park and Ride continues until 23:30. Service start and finish times vary only slightly between weekdays and Saturday. On public holidays services all start at 08:00 and end earlier than usual between 18:30 and 20:10.



Figure 3—6: Park and Ride map of Salisbury (Source: Salisbury Reds)

Parking at the park and ride sites is free and the bus fare for travel between the park and ride sites and the city centre is discounted to encourage use of the park and rides. Those boarding the park and ride buses elsewhere along the route must pay standard single or return fares. Park and ride fare information is as set out in Table 3—15.

**Table 3—15: Park and Ride ticket charges in Wiltshire**

Type of Ticket		Cost
Standard Tickets	Return ticket from park and ride site	£2.50
	Group return ticket from park and ride site (group of 4)	£3.50, £1 per extra person
Multi-Trip Tickets	10 multi-trip ticket for individuals	£12.00
	60 trip tickets for individuals	£60.00
Group Multi-Trip Tickets	10 trip ticket for group (group of 4)	£16.00
	60 trip ticket for group (group of 4)	£85.00

### 3.2.4 Wiltshire Bicycle Parking Provision

A Cycling Strategy was developed in March 2014 as part of the Wiltshire Local Transport Plan 2011-2026. The strategy aims to develop a safe, comprehensive and high quality cycling network, which includes the provision of high quality cycle parking at key destinations and at transport interchanges. Wiltshire Council has already identified the lack of cycle stands available throughout the county as a problem, and thus the council runs a scheme to provide cycle parking stands to businesses on request for free, although businesses must install these themselves. Nonetheless, in new developments the Council ensures that sufficient high quality cycle parking spaces are provided through the planning system.

No specific details of the exact numbers or locations of cycle parking spaces, or other cycling related facilities in Wiltshire are available.

### 3.2.5 Wiltshire Motorcycle Parking Provision

Wiltshire Council has formulated a strategy for powered two-wheelers (covering all motorcycles, scooters and mopeds). Parking for motorcycles is free in on-street parking bays as well as in dedicated motorcycle bays, which are located in many of the council car parks. However, if a motorcyclist uses a bay for cars in a council-owned car park, normal parking fares must be paid. Similar to car drivers, motorcyclists can pay for their parking by pay and display. They are, however, encouraged to pay for tickets by mobile phone, as pay and display tickets can easily be lost from motorcycles. Motorcyclists are also expected to adhere to the time limits of the parking bays.

As outlined in the powered two-wheeler strategy, the Council will continue to seek and provide adequate levels of secure parking for powered two-wheelers by:

- Continuing to provide free parking for powered two-wheelers in on-street parking bays and with dedicated motorcycling bays in council-owned car parks
- Finding ways to improve powered two-wheeler parking in on-street locations or council-owned car parks by providing secure locking facilities or increasing the number of motorcycle bays in areas where there is sufficient demand
- Securing adequate levels of powered two-wheeler parking in new developments through parking standards
- Encouraging provision of secure parking through workplace travel plans



- Providing adequate levels of secure parking at council offices

### 3.2.6 Wiltshire Parking Signage and Customer Information

Parking signage is not mentioned in the Wiltshire Parking Strategy, and no variable message signs for parking in Wiltshire have been identified.

Comprehensive information is provided on the Wiltshire council website relating to off-street car parks (including park and ride sites). This information includes the numbers of spaces provided of different types, car park locations, time restrictions and charges. Detailed information is also provided relating to on-street residents' parking zones, including their locations, restrictions and charges. Information for public on-street parking, as well as locations and numbers of motorcycle and cycle parking spaces is significantly more limited.

### 3.2.7 Wiltshire Parking Standards for Different Land Uses

Maximum car parking standards, and minimum cycle parking standards, are in use for non-residential and residential developments in Wiltshire. The prevailing rates for a number of the more common use classes are as set out in Table 3—16. A full list is provided within the Wiltshire Parking Strategy.

**Table 3—16: Wiltshire Car Parking and Cycle Parking Standards Summary**

Land Use Type	Car Parking Standards (Maximum)	Cycle Parking Standards (Minimum)
A1: Non-food retail	1 per 20 sqm (>1000 sqm), 1 per 35 sqm (<1000 sqm)	1 covered cycle per 10 employees + 1 visitor space per 15 car parking spaces
B1: Offices	1 per 30 sqm	1 covered cycle space per 10 employees + 1 cycle space per 10 visitor parking spaces OR, where employee/visitor numbers cannot be estimated: 4 covered cycle spaces + 2 covered spaces for each 400 sqm above 1000 sqm GFA
B2: General Industry	1 per 30 sqm less than 235m, 1 per 200 sqm (min 8) above 235m	
C3: Dwelling houses and flats	<4 beds: 2 per unit + 1 space per 5 units 5+ beds: 3 unit + 1 space per 5 units	1 covered space per bedroom for up to 3 bedroom dwellings 3 covered spaces per unit for 4 bedroom dwellings 4 covered spaces per unit for 5 bedroom dwellings + 1 visitor space per 20 bedrooms

The strategy recommends that all cycle parking is to be convenient and easily accessible, and cycle parking at transport interchanges should aim to minimise interchange times by being located close to ticket offices or platforms/bays. Residential cycle parking should be in an internal area and access from it to the highway must be convenient.

Additionally, it is recommended (as per the Wiltshire powered two wheeler strategy) that for non-residential developments with 10 or more spaces, at least 5% of provided parking should be for powered two wheelers. Where there is to be a significant usage in mobility scooters, provision must also be made for them, either within an external parking area (under cover and close to the entrance) or within the building.

In Wiltshire, an assessment of accessibility levels is used as a basis for the discount of maximum car parking standards. This discounting process has two stages:

1. Assess the broad development location in terms of the spatial band in which it is located and apply a primary discount; and
2. Assess the actual site in terms of local accessibility to non-car modes of transport through the use of a questionnaire, and apply a secondary discount based on the resulting questionnaire score.

The bands used in the determination of the primary discount are as set out in Table 3—6. Band 1 and 2 town centres have an initial discount of 10% applied to their maximum parking standard. All other areas in bands 1, 2, 3, and 4 have no primary discount.

For the second stage of the process, a questionnaire is used to assess local levels of accessibility to non-car modes of transport. Based on this, a local accessibility score of low, moderate, high or very high is assigned. The secondary discount based on these accessibility levels is as tabulated in Table 3—17.

**Table 3—17: Secondary discount based on local accessibility in Wiltshire**

Accessibility rating	Points from questionnaire	% secondary discount
Low	0 to 14	0%
Moderate	15 to 22	5 to 10%
High	23 to 30	10 to 25%
Very High	30 to 36	At least 25%

### 3.3 Cambridge

Cambridge is a university city with a population of over 120,000, including approximately 25,000 students. The population is approximately 1.5 times that of Bath, but the city is similar to Bath in that it is an historic centre with very high levels of tourist activity. Unusually, there is no published Parking Strategy document for the management of parking in the city. Different aspects of parking are managed by different bodies, with Cambridgeshire County Council being accountable for on-street parking, and Cambridge City Council being responsible for off-street parking in public car parks.

#### 3.3.1 Cambridge Off-street Public Parking

Cambridge City Council provides both surface and multi-storey car parks, as listed in Table 3—18 and shown in Figure 3—7. Additionally, a number of privately operated but publicly available car parks are available. Major car parks of this type are also included in Table 3—18 and shown in Figure 3—7.

**Table 3—18: Cambridge Public Off-Street Car Parking**

City of Cambridge Council Car Parks			Privately Operated Publicly Available Car Parks	
Type of Car Park	Car Park	No. of Spaces	Car Park	Spaces
Multi-storey	Grafton East	874	Cambridge Addenbrookes Hospital (NCP)	1050
	Grafton West	280	Cambridge Station (G Anglia) (NCP)	372
	Grand Arcade	953	Cambridge Leisure Park	600
	Park Street	390		
	Queen Anne Terrace	570		
Surface	Adam and Eve Street	40		
	Castle Hill	112		
	Gwydir Street	38		
	Riverside	11		
<b>Total</b>		<b>3,268</b>		<b>1,422</b>

Car parks are split by Cambridge City Council into 'multi-storey' and 'surface' categories, with no further categorisation being explicitly made. The majority of spaces are provided in multi-storey car parks, which are all within a 15 to 20 minute walk of the city centre. Surface car parks are located mainly outside the central area. In total, over 3,200 public off-street spaces are provided by the council.

There are electric car recharging points at Grafton East and Queen Anne Terrace Car Park. Vehicles can be charged for up to three hours and are accessed and paid for using a Polar RFID card, but the usual car-parking fee must still be paid.

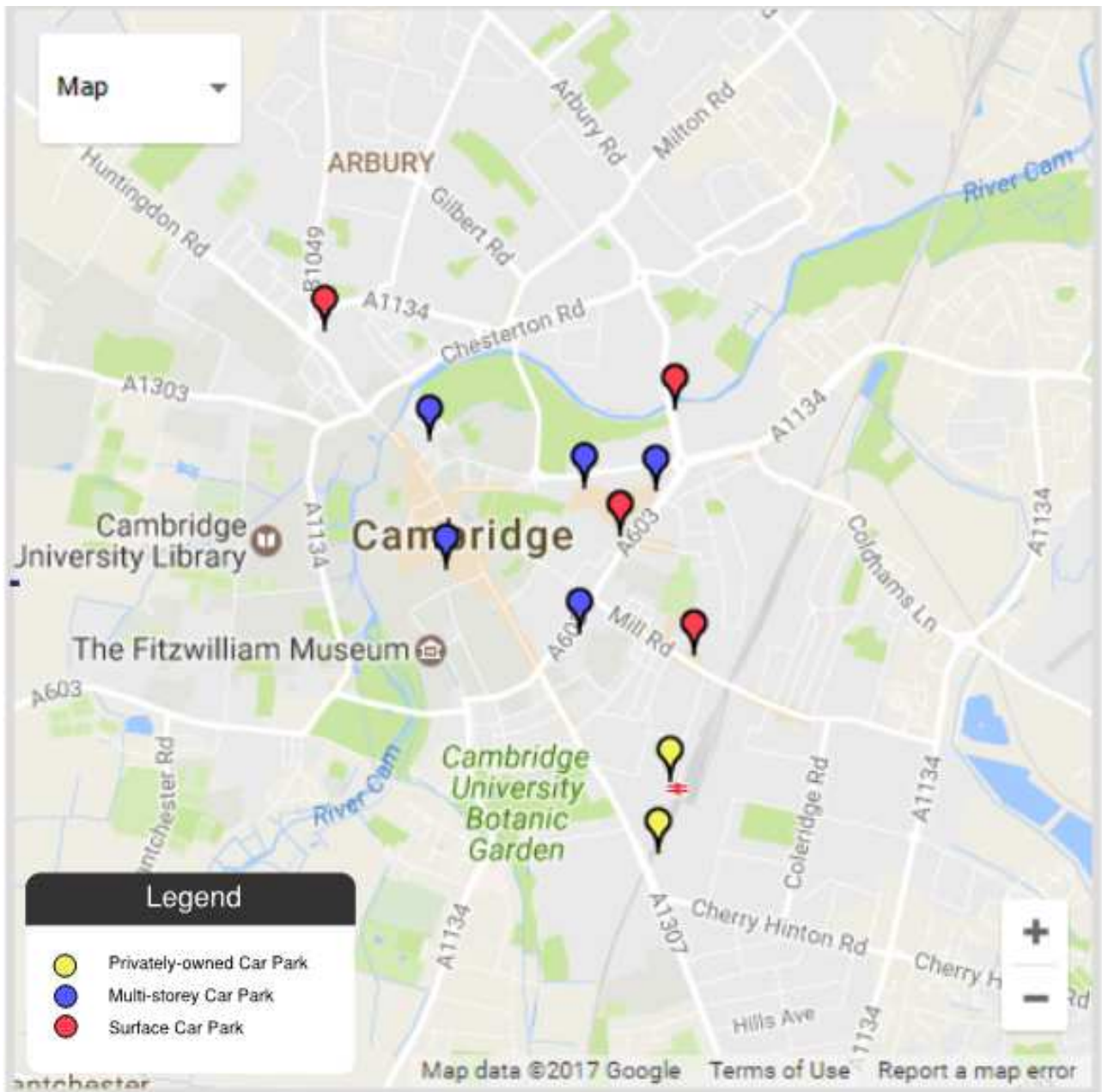


Figure 3—7: Off-Street Car Park Locations in Cambridge (Source: Cambridge Council)

### 3.3.1.1 Time Limits and Parking Charges

The parking charges in place in public multi-storey and surface car parks in Cambridge are as shown in Table 3—19 and Table 3—20.

**Table 3—19: Parking Charges for Public Multi-Storey Car Parks in Cambridge**

Location	Charges						
	1hr	2hrs	3hrs	4hrs	5hrs	6hrs	Max
Park Street	£2.10	£3.80	£5.70	£9.60	£17.00	£24.00	£24.00
Grafton West	£2.10	£3.60	£5.60	£9.20	£17.00	£24.00	£24.00
Grafton East	£2.10	£3.60	£5.60	£9.20	£17.00	£24.00	£24.00
Queen Anne Terrace	£1.50	£3.00	£4.20	£5.00	£6.60	£10.00	£13.30
Grand Arcade	£2.30	£4.60	£6.90	£10.20	£19.50	£25.00	£25.00

**Table 3—20: Parking charges for Public Surface Car Parks in Cambridge**

Location	Charges										
	20mins	30mins	40mins	1hr	1hr20	1hr30	1hr40	2hrs	4hrs	8hrs	Day
Adam and Eve	£0.70	-	£1.40	£2.10	£2.80	-	£3.50	£4.20	N/A	N/A	N/A
Castle Hill	-	-	-	-	-	-	-	£2.50	£4.80	£8.00	£8.00
Gwydir	-	£0.90	-	£1.80	-	£2.70	-	£3.60	N/A	N/A	N/A
Riverside	-	£0.50	-	£1.00	-	£1.50	-	£2.00	£4.00	£8.00	N/A

It is evident that the high parking tariffs (particularly in the multi-storey car parks) are set to manage the high demand for car parking experienced in Cambridge. The charges seem, especially, to be set to discourage parking for over 3hrs, with a very significant price hike being imposed for an extension of stay from 3 to 4 hours.

Castle Hill and Riverside surface car parks, as well as Queen Anne Terrace multi-storey car park, offer parking charges for longer stays that are significantly below those in place elsewhere in the city. The parking charges in these car parks for stays of 8hrs are between a third and a half of those in place elsewhere.

The majority of car parks allow 24hr parking, Monday to Sunday. Parking charges are in place between 7am and 5pm Monday to Friday, 9am to 5pm on Saturday and 10am to 5pm on Sunday. Adam and Eve and Gwydir surface car parks are restricted to stays of under 2hrs.

Blue badge holders are allowed to park for free for the first 3 hours in any of the multi-storey car parks, and the first 2 hours for surface car parks in Cambridge.

### 3.3.1.2 Season Tickets

Parking season tickets are only available for Park Street, Grafton East, Grafton West and Queen Anne Terrace car parks. There are four different ticket season ticket options available, as shown in Table 3—21. The cheapest ‘Night Owl’ season tickets are valid only at night, with the most expensive ‘24/7’ season tickets being valid all the time. The tickets are purchased on a quarterly basis, and, with the exception of the ‘24/7’ tickets, are valid only for a single named car park.

**Table 3—21: Season tickets available in Cambridge**

<b>Ticket Type</b>	<b>Quarterly Cost</b>	<b>Can also be used at:</b>
Daytime	£365.00	One car park only
24/5	£460.00	One car park only
24/7	£490.00	Any of the four car parks
Night Owl	£187.50	One car park only

A 20% discount on season ticket prices is available for Band A low-emission vehicles.

### 3.3.1.3 Payment Method

The multi-storey car parks in Cambridge enforce a 'pay on foot' system, which requires the driver to pay at a payment machine in the car park before returning to their vehicle - cash and cards are accepted at the pay machines. Drivers can also pre-pay for their tickets by proceeding to the payment machine when they arrive at the car park, and specifying in advance how long they will be staying.

For surface car parks, payment is either by a pay and display system or there is the option to pay using RingGo by phone or through the app. Cash and cards are accepted at pay machines.

Payment for season tickets is by direct debit.

### 3.3.1.4 Penalties and Enforcement

Off-street parking enforcement is the responsibility of Cambridge City Council. Two levels of penalty charge notice, 'Higher' and 'Lower', are issued for different severities of parking infringement. Higher penalties are payable at £70 and lower penalties are payable at £50. A vehicle with 3 or more outstanding tickets is considered as a 'Persistent Evader' and vehicles may be physically removed and impounded.

## 3.3.2 Cambridge On-street Public Parking

### 3.3.2.1 Provision

The policy in place in Cambridge is to only introduce managed on-street parking where there is a local demand for it. Both public and permit controlled residents' parking is provided. There are currently 15 residents' parking zones in central Cambridge, covering the following areas:

1. Benson area
2. Brunswick area
3. Castle Hill area
4. De-Freville area

5. Guests Road parking area
6. Kite area
7. Newtown area
8. Park Street area
9. Petersfield area
10. Regent Terrace area
11. Riverside Area
12. Shaftesbury area
13. Silverwood Close
14. Tenison Road
15. West Cambridge area

The residents' parking scheme exists, at least partly, to alleviate the parking problems created by on-street parking. Detailed information on the locations and quantities of on-street parking in Cambridge is not publicly available, but on-street parking is mainly found outside the city centre.

### 3.3.2.2 Time Limits and Parking Charges

Waiting time restrictions are in place for the majority of on-street parking in Cambridge. The following waiting time restrictions are observed in different areas of the city:

- No waiting Monday to Friday 8:30-9:30
- 20 minutes Monday to Saturday 9:00-17:00
- 30 minutes Monday Saturday 7:00-17:00
- 1 hour Monday to Saturday 9:00-17:00
- 1 hour Monday to Saturday 8:30-18:30
- 2 hours Monday to Saturday 9:00-17:00
- 2 hours Monday to Friday 9:30-17:00; Saturday 9:00-17:00
- 4 hours Monday to Saturday 9:00-17:00
- 8 hours Monday to Saturday 9:00-17:00

There is significant variation in the durations of stay that are allowed, from as little as 20 minutes to as much as 8hrs.

Parking charges for non-residential on-street parking are shown in Table 3—22. The majority of on-street parking is only available for short stays. The exception to this is Union Road which allows a maximum stay of 8 hours.

**Table 3—22: On-Street Public Parking Charges in Cambridge**

Location	Charges					Maximum Stay
	10mins	15mins	30mins	1hr	2hrs	
Tennis Court	£0.50 increment every 10 minutes (Monday to Saturday 8.30-18:30) £0.50 increment every 15 minutes (Sunday 9.00-17:00)					Mon-Sat: 2 hours Sun: 4 hours
Pound Hill	£0.50 increment every 30 minutes (Monday to Saturday 8.30-18:30) £0.50 increment every 30 minutes (Sunday 9.00-17:00)					
Norfolk Street	-	-	£0.50	£1.00	£2.00	2 hours
Queen’s Road	£0.60 increment every 15 minutes (Monday to Friday 9.30-17:00) £0.50 increment every 30 minutes (Sunday 9.00-17:00)					4 hours
St Paul’s Road	£0.20 increment every 10 minutes (Monday to Sunday 9.00-17:00)					
Trumpington Road	£0.20 increment every 10 minutes (Monday to Sunday 9.00-17:00)					
Union Road	£0.50 increment every 30 minutes (Monday to Sunday 9.00-17:00)					8 hours

There is very significant (generally location based) variation in the public on-street parking charges in place in Cambridge. Charges vary from as high as £3.00 an hour at Tennis Court, which is higher than the multi-storey off-street parking charges, to as low as £1.00 an hour, which is cheaper than all off-street parking areas except Riverside.

Parking in residents’ permit zones is controlled for different time periods in different zones. Parking is either controlled Monday to Saturday or all days of the week and covers 8am or 9am to 5pm or 8pm.

Resident and Visitor Permits are obtainable by residents from the City Council, and different charges apply in different areas. Table 3—23 show the range of prices for permits.

**Table 3—23: Parking permits in Cambridge**

Zones	Permit Prices	
	Resident (per year)	Visitors (per 5 days)
Benson, De-Freville, Petersfield, Riverside, Shaftesbury	£52.00	£8.00
Brunswick, Kite, Park Street, Regent Terrace, Newtown	£81.00	£8.00
Castle Hill Area	£53.00	£8.00
Guests Road parking area	£76.00	£8.00
Silverwood Close, West Cambridge	£60.00	£8.00
Tenison Road	£70.00	£8.00

The most expensive permits, costing £81, are for areas of Brunswick, Kite, Park Street, Regent Terrace, and Newtown, which are located close to the centre. Permits for motorcycles are available at half the rate of car parking permits.

Visitor Parking Permits available for a consistent rate of £8.00, and are valid for five full days. Residents can hold up to 12 visitor permits at a time.

Business parking permits can also be obtained in some instances if a business is within a resident’s parking scheme and if it has no off-street parking. Permits may be obtained for up to three vehicles to park on-street. Such permits are not available in all permit zones.



### 3.3.2.3 Payment Method

Payment for on-street public parking can be made through a pay and display system, which accepts cash only. In some locations payment is possible by using RingGo by phone or through the app.

Parking permits can be purchased online, through the City Council's website.

### 3.3.2.4 Enforcement

On-street parking is enforced jointly by Cambridgeshire County Council and the Cambridgeshire Police. Penalty charge notices can be issued for parking violations by either police officers or civil enforcement officers. More serious parking problems (involving penalty points) such as parking in bus lanes can only be enforced by the police.

### 3.3.3 Cambridge Park and Ride

There are currently five park and ride sites in Cambridge: Babraham Road, Madingley Road, Milton, Newmarket Road, and Trumpington. These are illustrated in Figure 3—8 and described in Table 3—24. The park and ride facilities in Cambridge offer a cheaper alternative to parking in the city and an often more convenient journey into the city centre by bus. The park and ride scheme has garnered much popularity, and the sites are now operating close to capacity.

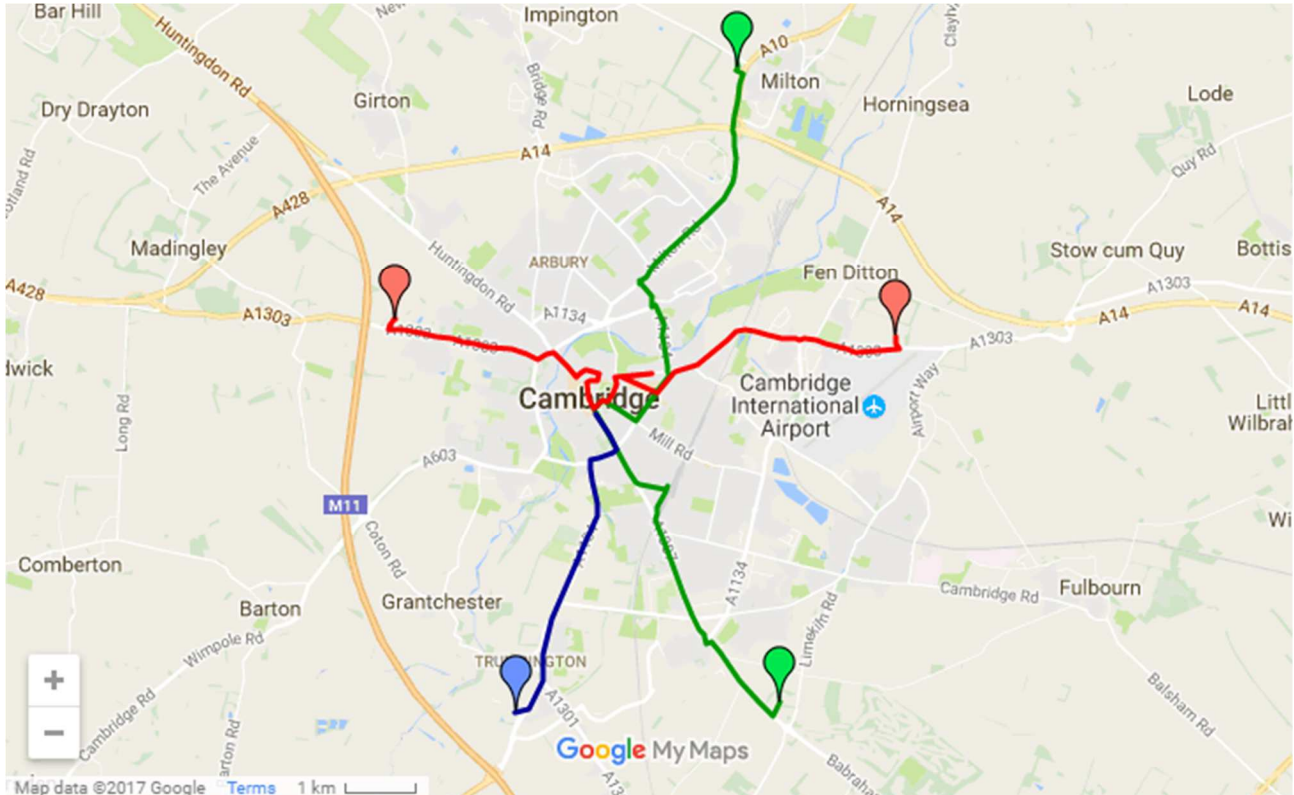


Figure 3—8: A map of the Park and Ride sites in Cambridge (Source: Cambridge Council)

**Table 3—24: Park and Ride Facilities in Cambridge**

Location	Park and Ride	Parking Spaces	Bus shelters	CCTV	Disabled	Lighting	Cycle shelter	EV charging	Parent & Child	Waiting room	Café	Toilets
E	Newmarket	873	60	✗	✓	✓	✓	✓	✗	✓	✗	✗
N	Milton	792	50	✗	✓	✓	✓	✓	✓	✓	✗	✗
SE	Babraham	1,458	250	✗	✓	✓	✓	✓	✓	✓	✗	✗
SW	Trumpington	1,340	250	✗	✓	✓	✓	✓	✓	✓	✗	✗
W	Madingley	930	40	✗	✓	✓	✓	✓	✓	✓	✗	✗

Each park and ride site is fully equipped with good lighting, cycle facilities, electric vehicle charging points, and waiting rooms. 5,393 parking spaces are provided in the park and ride sites, which is significantly higher than the 3,268 off-street parking spaces provided by the council in the city of Cambridge.

The park and ride car parks are open 24 hours a day including bank holidays. The cost of parking is only £1.00 for up to 18 hours, but increases to £10 for up to 24hrs. The maximum stay allowed is 72 hours. Parking charges are as set out in Table 3—26.

**Table 3—25 - Cambridge Park and Ride Operating Times and Service Frequency**

	Park and Ride	Service Frequency	Mon-Sat (except public holidays)		Sunday (including public holidays)	
			Service Starts	Service Finishes	Service Starts	Service Finishes
E	Newmarket	10-15mins	07:00	20:40	09:00	18:20
N	Milton	10-15mins	06:40	21:00	09:20	18:55
SE	Babraham	10-15mins	07:05	20:50	08:55	18:30
SW	Trumpington	10-15mins	07:00	20:45	09:00	18:20
W	Madingley	10-15mins	07:00	20:45	09:00	18:20

Park and rides within Cambridge all offer bus services every 10-15 minutes. From Monday to Saturday (except on public holidays), services start between 06:40 and 07:05 and finish between 20:40 and 21:00. On Sundays (including public holidays), services start between 08:55 and 09:20 and finish between 18:20 and 18:55. The operating times and service frequencies are shown in Table 3—25.

**Table 3—26: Car Parking Charges for Park and Ride Facilities in Cambridge**

Length	Charges
Up to 18hrs	£1.00
Up to 24 hours	£10.00
Up to 48 hours	£20.00
Up to 72 hours	£30.00

There are five different types of ticket offered for bus journeys from the park and ride sites, as listed in Table 3—27

**Table 3—27: Bus ticket prices for Park and Ride facilities in Cambridge**

<b>Ticket type</b>	<b>Bus ticket prices</b>
Park and ride return (valid for 1 day)	£3.00
Stagecoach Dayrider	£4.10
Park and ride hop (valid for 1 day)	£2.40
Park and ride Weekly (valid for 7 days)	£13.00
Group park and ride return (valid for 1 day)	£8.50

Concessionary bus pass holders can travel for free on all the Cambridge park and ride services after 9.30am from Monday to Friday, and all day at the weekend and on bank holidays.

Ticket machines are installed within the site building at each park and ride, where parking charges can be paid and bus tickets can be purchased. These ticket machines accept cash and card. Regular travellers may also opt to pay for parking in advance online and payment will be taken automatically each time the facility is being used.

There are three different ticket options:

- Park only
- Park and ride
- Ride only

The park only option is for customers who are not using the park and ride buses or who have concessionary passes.

### **3.3.4 Cambridge Bicycle Parking Provision**

There are very high levels of bicycle activity in Cambridge and part of encouraging this activity in the city is the provision of adequate bicycle parking. Two very large cycle parking areas are provided - Park Street and Grand Arcade car park. Each of these sites (at the central Cambridge locations illustrated in Figure 3—9) provides parking for over 200 bicycles.

The Grand Arcade cycle park includes, in addition to the cycle parking, a bicycle shop run by Rutland Cycles and luggage lockers (which cost £2 per day with a £10 deposit). Rutland Cycles offer daily and long-term valet cycle parking. The Park Street cycle park also offer cycle lockers which are available at a charge of £10 per month. The cycle parks close every night at 23:30.

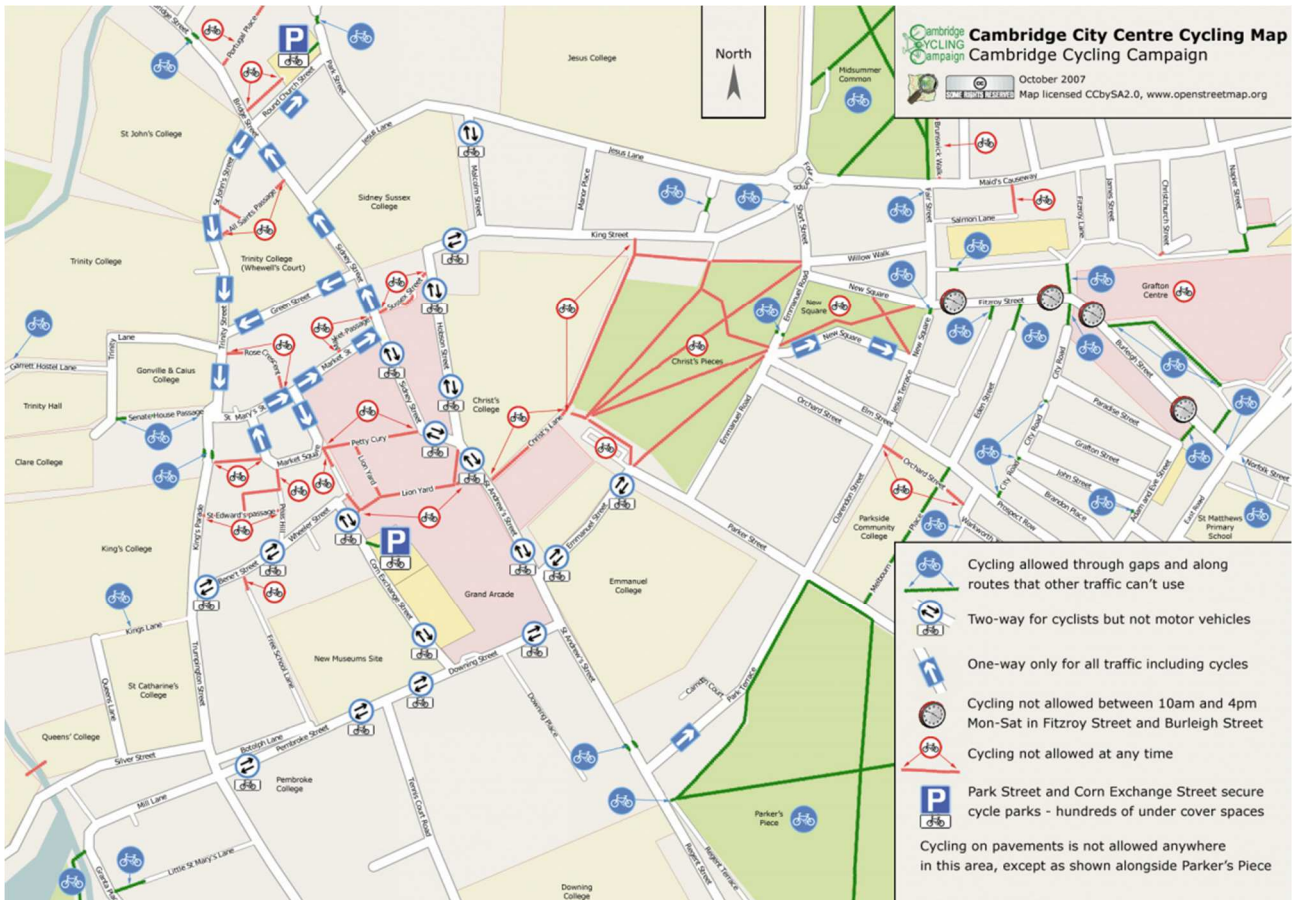


Figure 3—9: Cycle Park Locations in Cambridge (Source: Cam Cycle)

Despite the large cycle parks, the Council has acknowledged a lack (considering the high demand levels) of secure and lit cycle parking around areas such as shops, services, education and leisure facilities. As a result, bicycles are often locked to railings or leant against buildings, which can be unsecure and cause obstruction to pedestrians.

High levels of cycle parking are available in the five park and ride sites in Cambridge, as set out in Table 3—28

Table 3—28: Cambridge Park and Ride Bicycle Parking

Park and Ride Site	Cycle Parking Spaces
Babraham Road	250
Madingley Road	40
Milton	50
Newmarket Road	60
Trumpington	250

### 3.3.5 Cambridge Motorcycle Parking Provision

On-street motorcycle parking spaces are provided in the following locations (illustrated in Figure 3—10) in Cambridge:

- Boltoph Lane
- Chesterton Road
- Fitzroy Lane
- Free School Lane
- King Street
- Lensfield Road
- Occupation Road
- Park Terrace

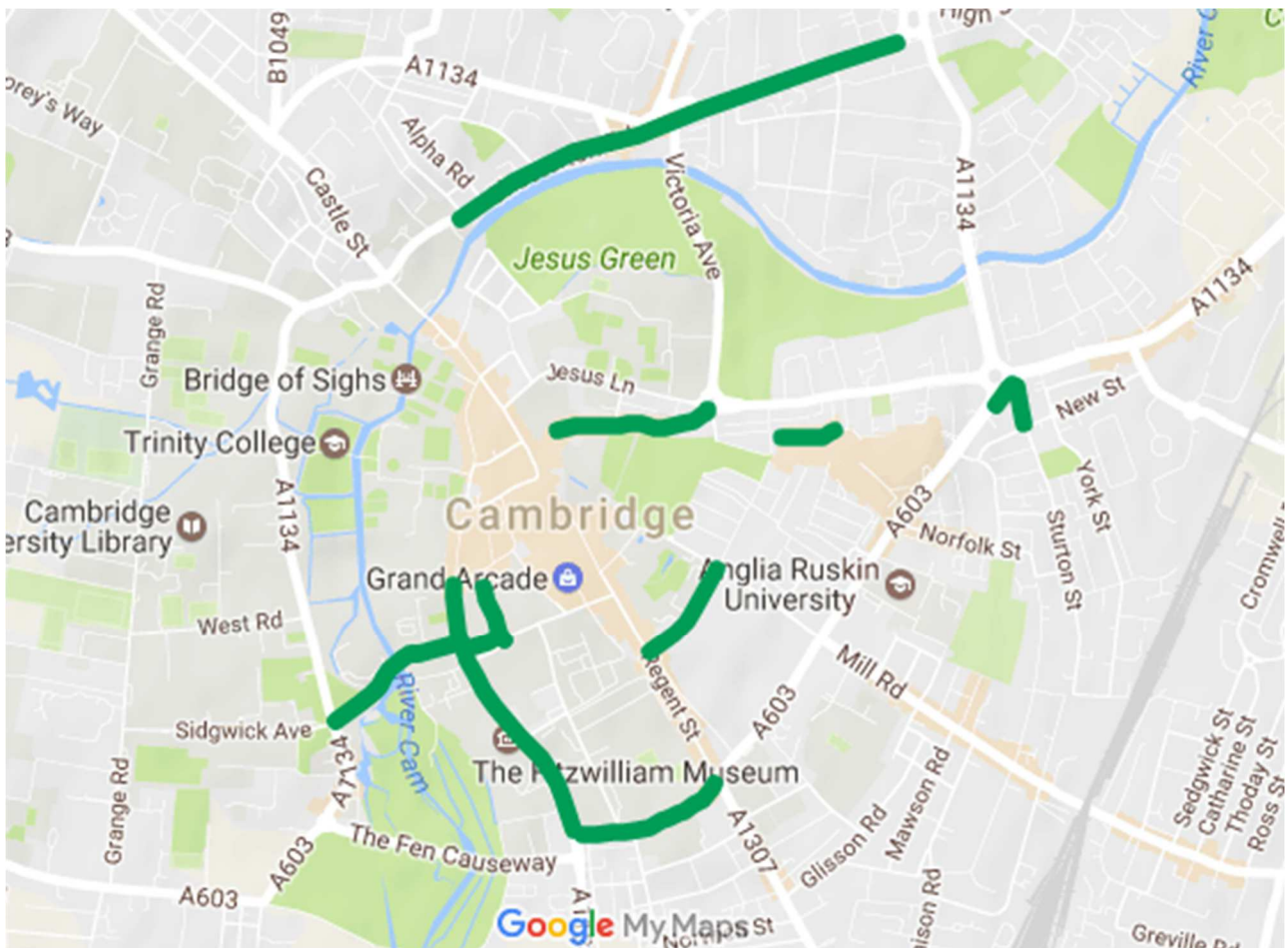


Figure 3—10: Location of on-street motorcycle parking in Cambridge (Source: Google Maps)

Free motorcycle parking bays are also provided on the ground floor of Park Street and Queen Anne Terrace car parks and at the surface car park on Adam and Eve street.

### 3.3.6 Cambridge Parking Signage and Customer Information

Real time information on the occupancy level of car parks in Cambridge, as well as park and ride sites, is provided on the council website. This data is also broadcast to the travelling public using 10 inbound variable message signs.

The council website provides detailed information relating to off-street parking and park and rides, including the locations and numbers of spaces, operating hours, and the charges applied. Good information is also provided for motorcycle parking. Information relating to on-street parking locations and the extents of different residents parking zones is less clear, as is the information provided regarding the locations and numbers of cycle stands.

### 3.3.7 Cambridge Parking Standards for Different Land Uses

Maximum car parking standards are in place in Cambridge, defining the maximum levels of car parking that Cambridge City Council, as a Local Planning Authority, will permit for various types of development in different areas of the City. Those levels are not to be exceeded but may be reduced where lower car use can reasonably be expected. The maximum parking standards being applied for a number of the more common use classes are as set out in Table 3—29

A distinction is made between sites located inside of and outside of the controlled parking zones, with maximum parking standards being significantly lower within the controlled parking zones. For some land uses within the controlled parking zones, only disabled car parking is allowed to be provided. Access to these sites within the controlled parking zones is to be primarily by public transport, cycling and walking.

**Table 3—29: Cambridge Car Parking Standards Summary**

Type of Land Use	Inside Controlled Parking Zones	Outside Controlled Parking Zones
A1: Non-food retail	Disabled car parking only	1 space for every 50sqm GFA, including disabled car parking
B1: Offices	1 space per 100sqm GFA plus disabled car parking	1 space per 40sqm GFA plus disabled car parking
B2: General Industry		
C3: Dwelling houses and flats	1 car parking space	<2 bedrooms: 1 car parking space >3 bedrooms: 2 car parking spaces

For some land uses whose transport patterns are difficult to generalise such as hospitals, it has not been deemed possible to generate a parking standard. Car parking provision for such specific uses is to be approved on merit and on the basis of a Transport Assessment and negotiation.

Parking standards require at least 5% of the total number of spaces to be allocated as disabled spaces.

Cambridge also applies minimum cycle parking standards as detailed in Table 3—30. These standards are to be applied in general, but may be relaxed if it can be demonstrated that strict adherence to the standards for a multi-purpose site is likely to result in a duplication of provision.

**Table 3—30: Cambridge Cycle Parking Standards Summary**

Type of Land Use	Cycle Parking Standards
A1: Non-food retail	1 space per 25sqm GFA up to 1,500 sqm thereafter 1 per 75 sqm
B1: Offices	1 space for every 30 sqm GFA to include some visitor parking
B2: General Industry	1 space for every 40 sqm GFA to include some visitor parking
C3: Dwelling houses and flats	Up to 3 bedrooms: 1 space per bedroom 4 bedroom: 3 spaces 5 bedroom: 4 spaces Some level of visitor cycle parking, in particular for large housing developments

### 3.4 Canterbury

Canterbury, like Bath, is a historic English cathedral city and a UNESCO world heritage site. It is located in the South East of England. It has a population of approximately 55,000, so is somewhat smaller than Bath, but in common with Bath it is a major tourist destination with high numbers of visitors every year.

Canterbury City Council has a Parking Strategy document to cover the period from 2006 to 2016. Although now past 2016, this strategy is still the current one, and there are no apparent plans to replace it. The parking strategy covers on-street and off-street parking, park and ride, future parking demand, residential (but not commercial) parking standards and parking management issues. The stated aim of the parking strategy for Canterbury is to help improve the residents' quality of life through the establishment of a balance between the social, economic, cultural and environmental needs of the whole community. It also aims to reduce the need for drivers to travel to and from the city centre, helping to cut traffic congestion, but recognises that parking provision must still meet a sustainable demand. A number of specific parking related targets and objectives were set for the period of 2006 to 2016, major ones being:

- To provide for the future parking demand using park and ride sites situated on the edge of the city;
- To implement a charging structure that allows mainly short-stay parking in city centre car parks;
- To control on-street parking to improve parking for residents while allowing some short-stay parking on streets around the city centre;
- To extend on-street parking controls and review the methods of payments; and
- To improve residents' parking facilities.

It was stressed in the strategy that parking cannot be considered in isolation, and, correspondingly, it was developed to be consistent with other key documents for the city (including the Canterbury District Transport Action Plan, Corporate Plan and the Sustainable Community Strategy) as well as economic objectives for the city.



### 3.4.1 Canterbury Off-street Public Parking

#### 3.4.1.1 Provision

The off-street parking strategy for Canterbury aims to balance high-quality park and ride car parks for long-stay parking (discussed in more detail in section 3.4.3 below) with retention of some car parks located in the city centre. The intention behind this is to reduce traffic entering the city centre, which could threaten both the historic fabric and quality of the environment in the city. Figure 3—11 shows the location of the car parks in Canterbury in relation to all the major routes into the city, and the details of provision are set out in Table 3—31.

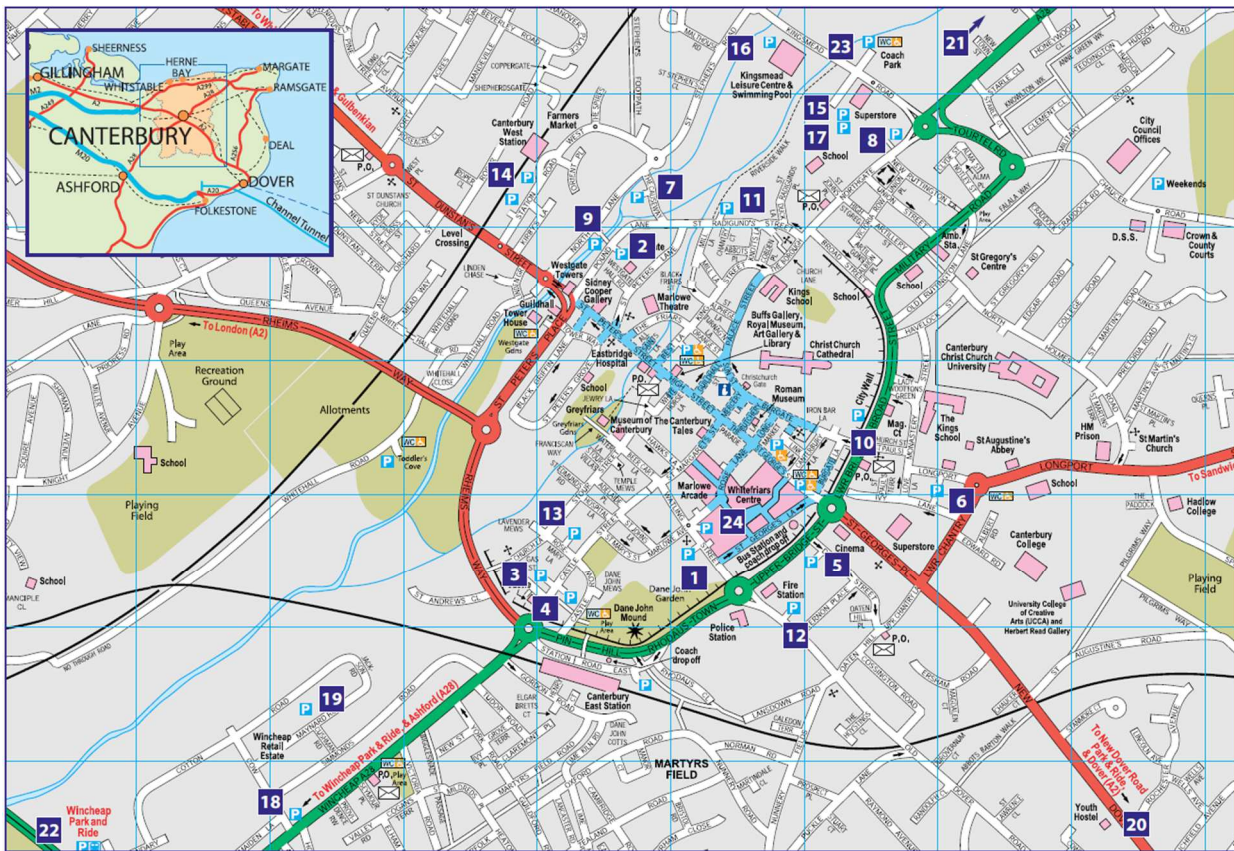


Figure 3—11: Car Park Locations in Canterbury (Source: Canterbury Parking Strategy)

**Table 3—31: Canterbury Off-Street Parking Provision**

<b>Car Park</b>	<b>Spaces</b>	
1	Watling Street	172
2	Pound Lane	166
3	Castle Street Multi-Storey	460
4	Castle Row	89
5	Dover Street	32
6	Longport	112
7	Millers Field	46
8	Northgate	57
9	North Lane	40
10	Queningate	92
11	St Radigunds	279
12	Holmans Meadow	208
14	Station Road West	145
16	Kingsmead Leisure Centre	89
18	Cow Lane	14
19	Maynard Road	113
20	<i>New Dover Road park and ride</i>	600
21	<i>Sturry Road park and ride</i>	598
22	<i>Wincheap park and ride</i>	599
23	Kingsmead Car Park	113
24	Whitefriars Multi Storey	530
-	Victoria Recreation Ground	36
-	Toddlers Cove	34
-	Orange Street Disabled Car Park	18
<b>Total (Excl Park and Rides)</b>		<b>2,845</b>

With the exception of the Whitefriars and Castle Street multi-storey car parks, the majority of public parking provision in Canterbury is surface level. Over 2,800 off-street parking spaces are provided overall, excluding those provided in the four park and ride sites.

Charging points for electric vehicles are provided at Whitefriars MSCP (2 in no.) and also at the park and ride sites.

### 3.4.1.2 Time Limits and Parking Charges

Parking charges are applied at off-street car parks between 07:00 and 21:00 (except at Whitefriars car park where charges apply between 06:00 and 18:00). Parking tariffs are based on an hourly rate with increments varying between £1.40 to £1.60, as set out in Table 3—32.

**Table 3—32: Parking charges for car parks in Canterbury**

Car Park	Charges
Victoria Recreation Park	£0.10 for up to 3 hours then £1.00 per hour after
Toddlers Cove	30 mins free then £1.50 per hour
Kingsmead Car Park, Cow Lane, Maynard Road	£0.80 for up to 5 hours
Kingsmead Leisure Centre	£1 for up to 3 hours
Pound lane, Millers Field, North Lane, St Radigunds, Northgate, Station Road West, Longport, Castle Row	£1.40 per hour
Watling Street, Queningate, Holman’s Meadow	£1.60 per hour
Whitefriars multi-story	£1.80 per hour (Max Stay 5 hours) £20 in excess of 5 hours
Park and rides New Dover Road, Wincheap, Sturry Road	£3 per car before 4pm, £1 per car after 4pm
Orange Street Disabled Car Park	Blue badge holders only

Car parking prices are lower for car parks located outside the city centre in comparison with those situated more centrally.

Disabled Blue badge holders can park free of charge for up to 3 hours in any car park, apart from Pound Lane, Castle Street Multi Storey and the Whitefriars Shopping Centre car park. Orange Street Car Park is exclusively for Blue badge holders only and is free of charge 24 hours every day.

**3.4.1.3 Season Tickets**

Regular car park users can purchase a rechargeable pay and display-parking card to pay for their parking, On recharging these cards, a bonus 10% of the top-up amount is added to the user’s balance.

Canterbury City Council also offers resident off-street and business car park permits for use in some of its car parks. Business car park permits can be used by businesses in the city centre which regularly need to use a vehicle for their work or the business of their employer. This permit allows access to car parks any day between 7am and 11pm; the rates are listed in Table 3—33 below. These permits can either be purchased for Castle Street MSCP at an annual rate of £775, or for one of North Lane, Pound Lane, Queningate or Watling Street car parks, for a slightly lower rate of £665 (increasing to £843 if they want to reserve a parking space).

**Table 3—33 Business Car Parking Permits for Off-Street Parking in Canterbury**

Main Car Park	Annual Cost	Six Monthly Cost	Three Monthly Cost
Castle Street MSCP	£775.00	£387.50	193.75
North Lane, Pound Lane, Queningate and Watling Street car parks	£665 £843 (Reserved Space)	-	-

Residents' off-street parking permits are available to residents of the city centre. These permits enable residents to park, free of any additional charge (above that of the permit itself), in public car parks. As shown in Table 3—34, two types of residents' off-street permits are available: Limited and Unlimited. Limited tickets can be used only between 17:00 and 9:00, whereas unlimited tickets can be used at any time. As is the case for the Business car parking permits, the residents' off-street parking permits are available for either Castle Street MSCP or, for a lower cost, one of a number of other named car parks. The residents' off-street parking permits are a lower price than the business car parking permits.

**Table 3—34: Residents' Off-Street Car Parking Permits in Canterbury**

Main Car Park	Annual Cost	Six Monthly Cost	Three Monthly Cost
Castle Street MSCP	£575.00	£287.50	143.75
Castle Row, Cow Lane, Dover Street, Holmans Meadow, Longport, Maynard Road, Millers Field, Northgate, North Lane, Pound Lane, Queningate, Rosemary Lane, Station Road West and St Radigunds	£440.63 (Unlimited Permit) £123.38 (Limited permit which allows parking between 17:00-09:00) and any time at weekends and bank holidays	-	-

#### 3.4.1.4 Payment Method

The payment methods being applied at the car parks in Canterbury vary between pay and display and pay on foot. Car parking charges can also be paid using RingGo, which allows the payment to be made through an app, online or over phone.

There is a trial for Ticketless Parking being carried out at various off-street car parks in Canterbury, including Pound Lane, William Street, Middle Wall and Castle Street multi-storey car parks, where cameras and barriers have been installed. Under this system, account holders for the parking can pay automatically, making use of the automatic number plate recognition on arrival and departure. When leaving, the system will scan the car's number plate, identify the vehicle and automatically open the barrier and deduct money from the user's account. Non-account holders can still pay by contactless, credit or debit card or cash.

### 3.4.2 Canterbury On-street Public Parking

#### 3.4.2.1 Provision

The Canterbury Parking Strategy includes a number of on-street parking strategies, including:

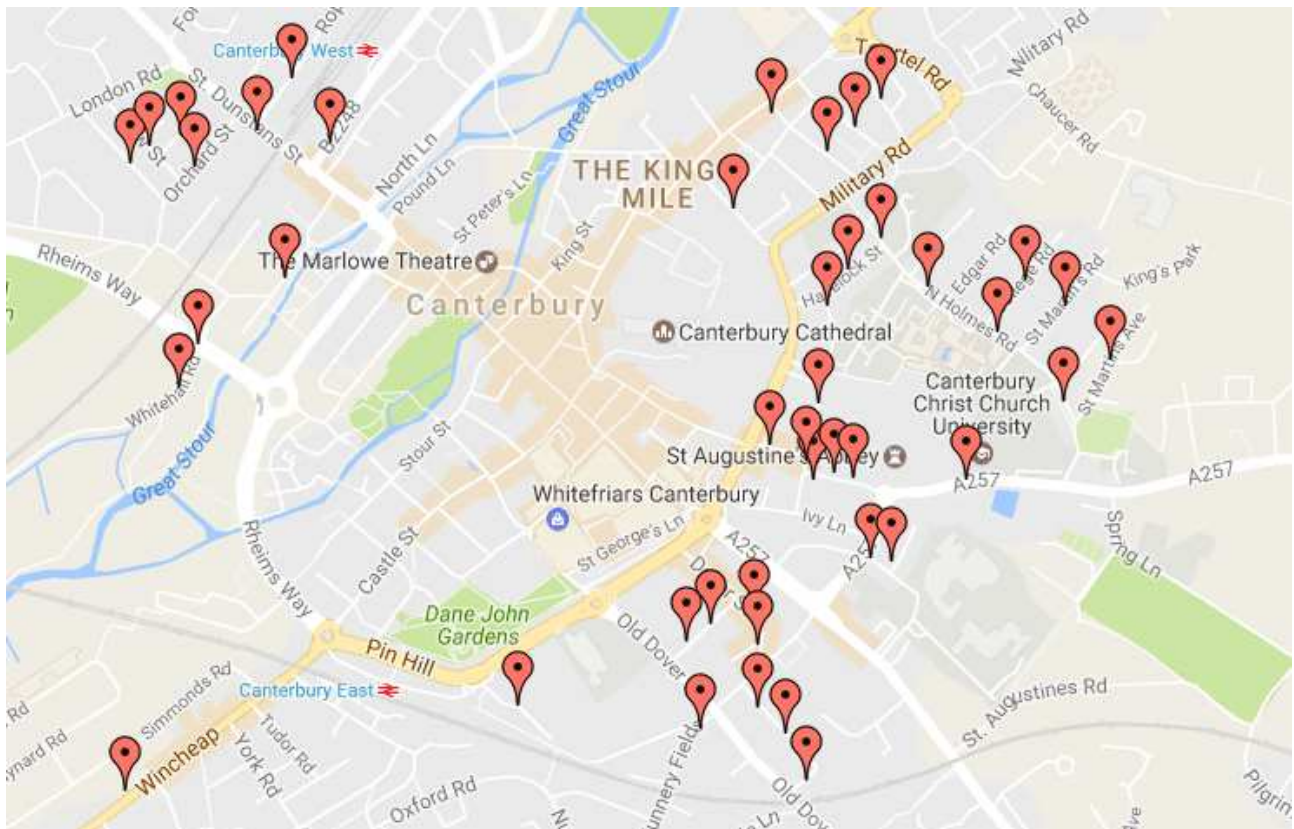
- The provision of improved parking facilities for city residents, and
- Short-stay parking for visitors to local shops and businesses.

Both on-street public parking (at the locations illustrated in Figure 3—12) and residents' permit parking is provided in Canterbury. The city is distributed into 12 on-street parking areas, which contain 2,193 parking bays in total, as set out in Table 3—35.

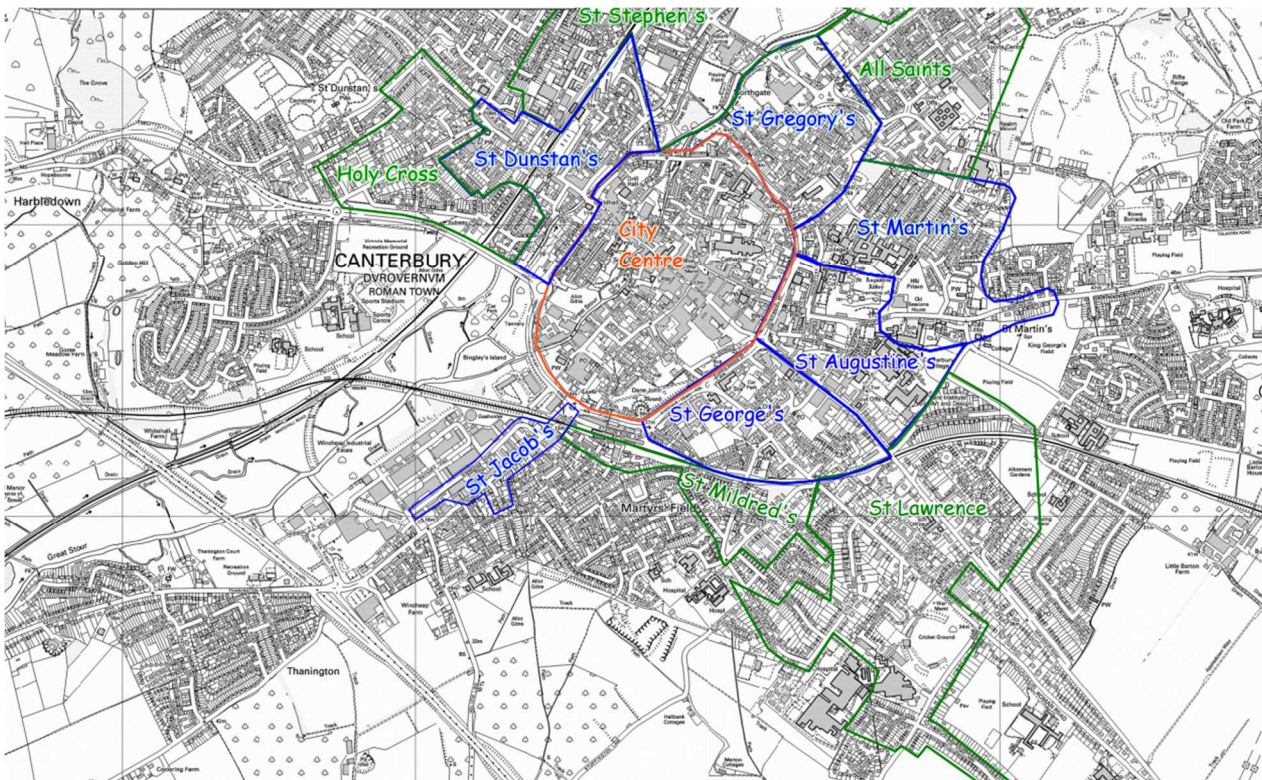
**Table 3—35: Controlled Parking Zones in Canterbury**

Location	Total no. of spaces
City Centre: residents and blue badge holder bays	146
St Georges, St Augustines, St Gregorys, St Dunstans, St Jacobs, and St Martins: Two-hour limit/ Resident Parking Bays	839
All Saints, St Stephens, St Lawrence, St Mildreds, and Holy Cross: Four-hour limit/ Resident Parking Bays	1,208
<b>Total</b>	<b>2,193</b>

The central zone, shown in orange in Figure 3—13, is for residents and blue badge holders only. The zones shown in blue in Figure 3—13 accommodate, in addition to residents’ parking, public parking of under 2hrs duration. The zones shown in green accommodate public stays of under 4hrs, in addition to residents’ parking.



**Figure 3—12: Canterbury Public On-Street Parking Locations (Source: Canterbury Council)**



**Figure 3—13: Map of Canterbury On-Street Parking Zones (Source: Canterbury Council)**

The Canterbury Parking Strategy has identified that on-street car parking demand is significantly higher than the parking provision, with the problem being most acute in areas where there are houses in multiple occupancies. The parking strategy notes that there are some areas where non-residents take advantage of unlimited parking and this causes problems for residents, particularly overnight. In order to combat this, the council is trying to improve the parking facilities for residents, while continuing to allow some short-stay on-street parking for visitors to local shops and businesses.

**3.4.2.2 Time Limits and Parking Charges**

Parking waiting time limits are generally as illustrated in Figure 3—13, with stays of under 2hrs being allowed in the blue areas and stays of under 4hrs being allowed in the green areas. Additionally, 20 minutes waiting limits are applied at certain bays within St Georges, St Augustines, St Gregorys, St Dunstans, St Jacobs and St Martins zones (which otherwise allow for stays of up to 2hrs). This restriction is in place to maximise the turnover and potential usage of short-term parking spaces near to shops.

Parking waiting restrictions apply Monday to Saturday 08:00 to 18:30 in the 2hr max waiting zones, and apply Monday to Friday between 08:00 to 16:00 in the 4hrs max waiting zones. Parking is unrestricted at all other times.

Pay and display on-street parking is available for non-residents, at a rate of £1.30 per hour.

Residents can apply for a permit to park in the Controlled Parking Zone in which they are located. Permit prices are as set out in Table 3—36, with prices varying by zone from a maximum of £138 per annum to a minimum of £60 per annum.

**Table 3—36: On-Street Parking permits in Canterbury**

Location	Length of stay	Cost
City Centre	Unlimited	£138.00 (Annual)
Two-hour zone (8.00am and 6.30pm)		£83.00 (Annual)
Four-Hours (8.00am and 4.00pm)		£60.00 (Annual)
Visitor Vouchers/ Scratch Card	Valid only for the day and expires at 10:30am the following morning	£4.00 each

Residents can also purchase visitor permits in the form of scratch-cards at a cost of £4 each.

### 3.4.2.3 Payment Method

Public on-street parking is paid via pay and display machines.

Parking permit payments are by Cheque or postal order, made payable to Canterbury City Council.

### 3.4.2.4 Enforcement

Civil Enforcement Officers from Canterbury City Council are responsible for the management and maintenance of on-street parking. Parking fines are issued in the form of Penalty Charge Notices.

## 3.4.3 Canterbury Park and Ride

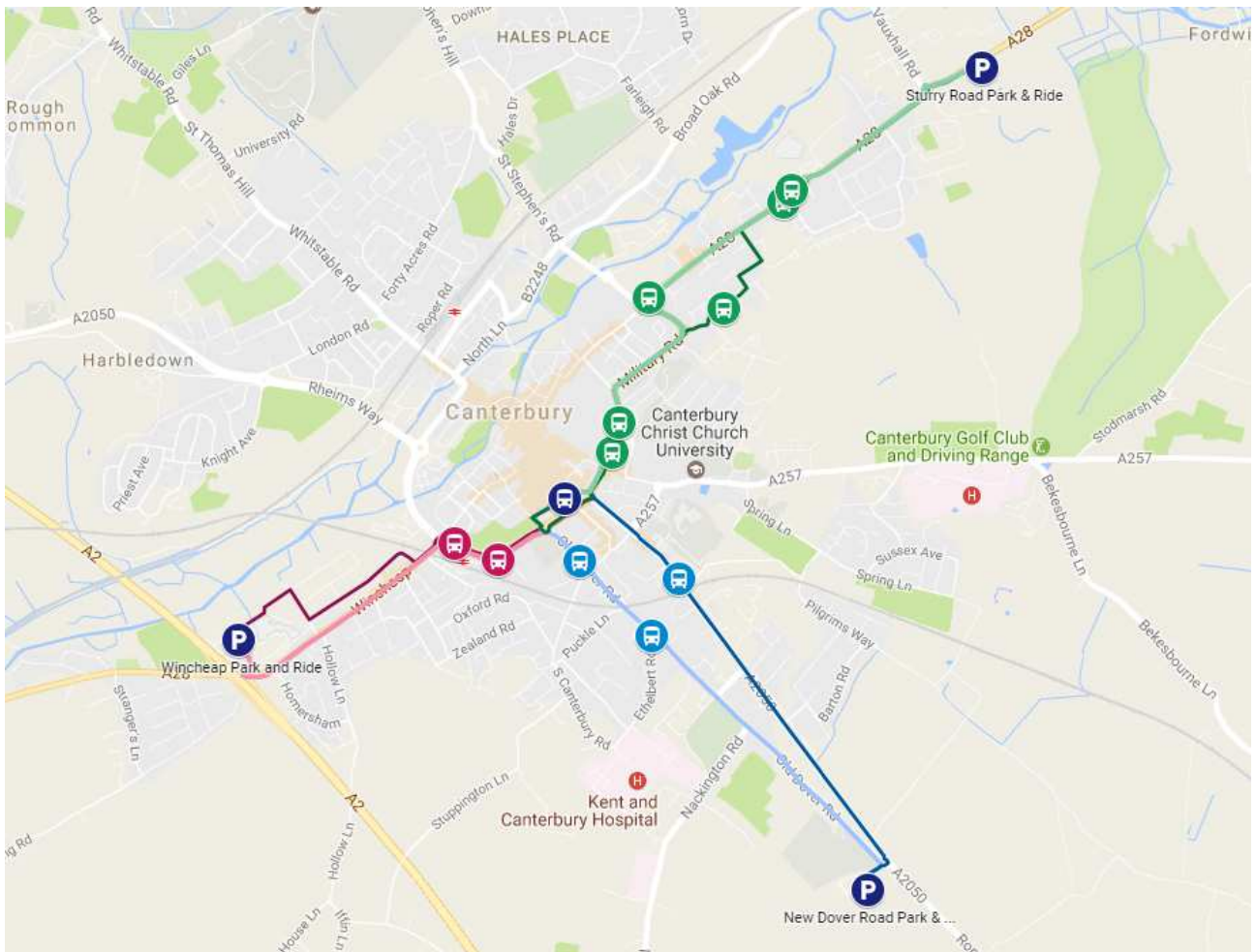
### 3.4.3.1 Provision

As shown in Figure 3—14 and listed below in Table 3—37, there are three main park and ride facilities in Canterbury, located on the south, east and west approaches to the city. 1,910 spaces are provided in total across the three sites, which is a similar number of spaces as are provided on-street within Canterbury, and roughly two thirds of the public off-street parking provision within the city.

**Table 3—37 Park and Rides in Canterbury**

Park and Ride	Spaces
New Dover Road Park & Ride	710
Sturry Road Park & Ride	600
Wincheap Park & Ride	600
Total	<b>1,910</b>

Charging points for electric cars are provided at all the park and ride sites in Canterbury.



**Figure 3—14: Canterbury Park and Ride Locations (Source: Canterbury Council)**

Park and ride bus services into Canterbury run approximately every eight minutes Monday to Saturday, and every 15 minutes on Sundays. It costs £3 per day (for a car and up to six people) to use the sites, reducing to £1 after 4pm. All costs apply to Blue Badge holders. There is a park and ride discount card available, which gives a discount of 20% on every journey.

Park and ride services operate between 07:00 and 18:00-19:30 between Monday and Saturday, and then between 10:00 and 18:00 on a Sunday. The park and ride sites cannot be entered after 8.30pm, but exit is possible at any time with a valid ticket. The maximum stay for any vehicle is 48 hours. Service operating times and frequencies are shown in Table 3—38.



**Table 3—38 - Canterbury Park and Ride Operating Times and Service Frequency**

Park and Ride	Service Frequency	Mon-Sat		Sunday	
		Service Starts	Service Finishes	Service Starts	Service Finishes
New Dover Road Park & Ride	8-15mins	07:00	19:30	10:00	18:00
Sturry Road Park & Ride	8-15mins	07:00	18:00	10:00	18:00
Wincheap Park & Ride	8-15mins	07:00	19:30	None	None

### 3.4.4 Canterbury Bicycle Parking Provision

There are two main centres of cycle parking provision in Canterbury - one in the North Lane car park and one at the junction between St Peter's Street and St Peter's Place. 24 cycle bays are provided in each of these sheltered facilities, which are lit at night. Covered cycle lockers are also available for use in Watling Street car park, with each locker costing 50p per week to hire.

**Table 3—39: Main Centres of Bicycle Parking in Canterbury**

Location	Type of Parking	No. of cycle bays	Cost
North Lane	Sheltered	24	Free
Junction between St Peter's Street and St Peter's Place	Sheltered	24	Free
Watling Street	Cycle Locker	16	50p per week to hire

In addition to sheltered parking, cycle stands are provided at multiple locations throughout centre of Canterbury as denoted by the red P symbols Figure 3—15. The exact number of stands is not specified.

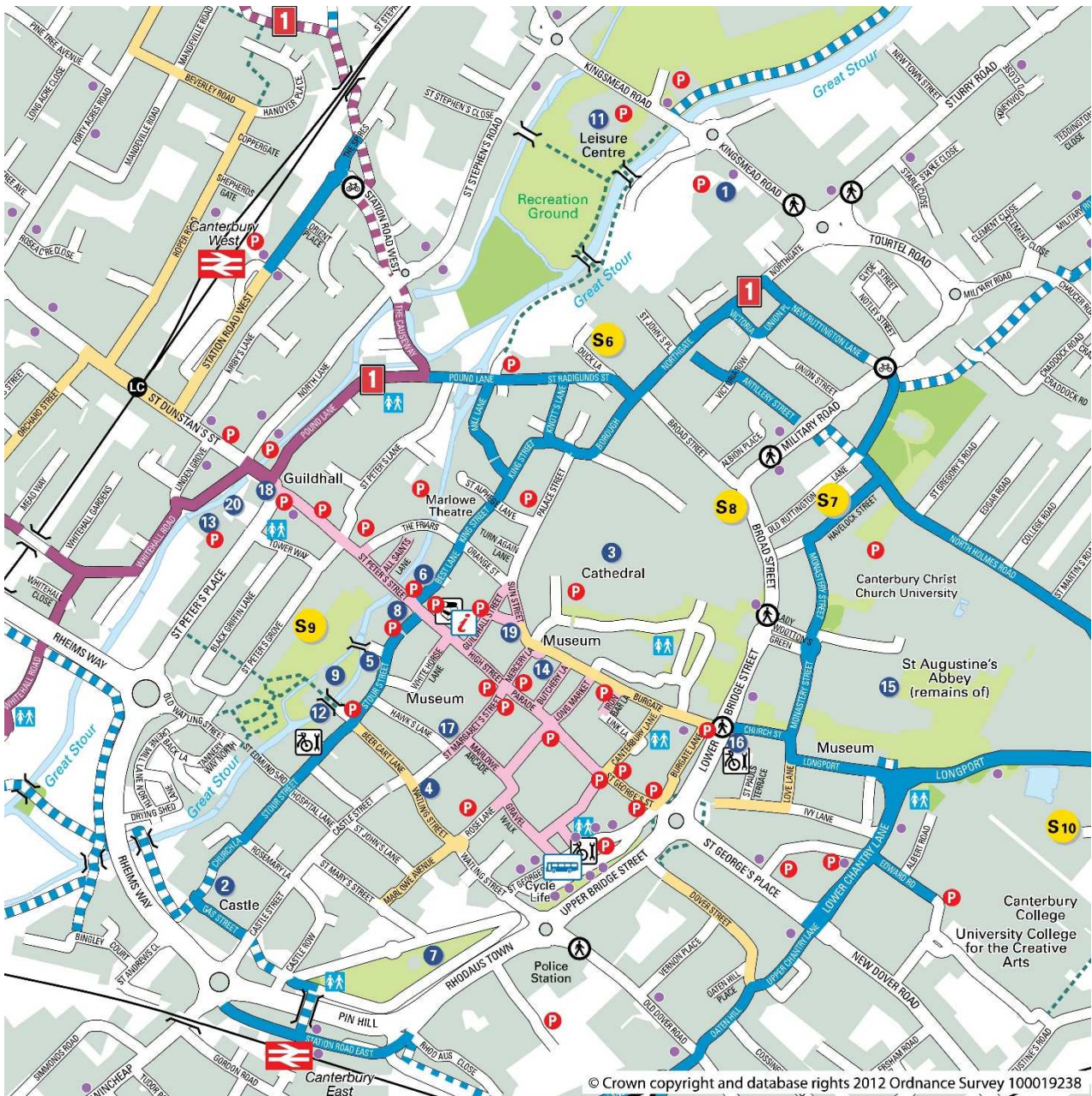


Figure 3—15: Cycle Parking Locations in Canterbury city centre (Source: Explore Kent)

### 3.4.5 Canterbury Motorcycle Parking Provision

As listed in Table 3—40, there are a number of off-street locations in Canterbury that offer motorcycle parking, with charges varying from £0.80 to £1.80 per hour. No information is available covering the on-street provision of motorcycle parking spaces in the Canterbury.

**Table 3—40: Motorcycle Parking in Canterbury**

Location	Charges
Cow Lane, Maynard Road	£0.80 up to five hours
Pound Lane, St Radigunds, Longport, North Lane, Northgate, Station Road West, Castle Row	£1.40 per hour
Watling Street, Queningate, Holman’s Meadows,	£1.60 per hour
Whitefriars MSCP	£1.80

**3.4.6 Canterbury Parking Signage and Customer Information**

Currently, there are only six car parks covered by the variable message signs in Canterbury, and they are New Dover Road, Wincheap park and ride, Castle Street multi-storey, Castle Row, Watling Street and the Whitefriars multi-storey. Information and publicity are usually given in the form of leaflets, newsletters and exhibition materials.

Comprehensive on-street and off-street car parking information is provided on the Canterbury City Council website, including the locations and numbers of spaces, operating hours, and the charges applied. The different controlled parking zones are clearly defined and information is provided relating to off-street motorcycle parking, though no information is provided for on-street motorcycle provision. Cycle parking information is significantly less detailed than that provided for car parking.

**3.4.7 Canterbury Parking Standards for Different Land Uses**

Maximum car parking standards and minimum cycle parking standards are applied for developments in Canterbury. The maximum parking standards for a number of the more common use classes are as set out in Table 3—41.

**Table 3—41: Canterbury Maximum Car Parking and Minimum Cycle Parking Standards Summary**

Type of Land Use	Car Parking Standards	Cycle Parking Standards
A1: Non-food retail	1 space per 25 sqm	Up to 1,000 sqm : 1 per 200 sqm Up to 5,000 sqm : 1 per 400 sqm Over 5,000 sqm : 12 spaces minimum, additional spaces negotiable
B1: Offices	Up to 500 sqm : 1 space per 20 sqm 500 to 2,500 sqm : 1 space per 25 sqm Over 2,500 sqm: 1 space per 30 sqm	1 space per 200 sqm
B2: General Industry	Up to 200 sqm : 3 Spaces Over 200 sqm : 1 space per 50 sqm	1 space per 200 sqm
C3 Dwelling Houses and Flats	1-3 bedrooms: 1 space per dwelling 4+ bedrooms: 3 spaces per dwelling	1 space per bedroom (Individual Residential Dwellings) 1 space per unit (Flats and maisonettes)

In addition to the car and cycle parking standards, there is a separate and additional requirement for the provision of motorcycle spaces. In Canterbury, as a minimum for all developments, there must be at least 1 motorcycle space + 1 more motorcycle space for every 20 car parking spaces provided.

### 3.5 Oxford

Oxford is a historic city in the South East of England with a population of approximately 160,000. It is significantly bigger than Bath in terms of population, but like Bath, sees high numbers of visitors each year and needs to accommodate those groups as well as residents and workers within a historic streetscape.

Parking Strategies for Oxford are included in the 2014 Oxfordshire Parking Policy document, which contains a number of parking policy objectives for the city:

- Parking Management Plans must cover all aspects of parking supply and ensure effective enforcement of both on and off-street parking;
- Parking charges may be used in high demand areas to manage the supply of parking spaces;
- In town centres, where convenient, short-stay parking will be given priority;
- Long-stay parking spaces will be provided in less convenient locations, generally on the periphery of town centres;
- The quantity and cost of long-stay parking should seek to discourage commuting wholly by car.

#### 3.5.1 Oxford Off-street Public Parking

The majority of council-owned public car parks are located in the suburban areas of Oxford, with fewer car parks in the central area of the city where it is a council policy to prohibit any significant increase in the overall number of parking spaces. Additionally, a number of privately operated publicly available car parks are in operation in the city.

Off-street public parking provision in Oxford is as set out in Table 3—42 including major privately operated publicly available car parks.

**Table 3—42: Off-Street Parking Provision in Oxford**

Oxford City Council Car Parks			Privately Operated Publicly Available Car Parks	
Location	Car Park	No. of spaces	Car Park	No. of spaces
City Centre	Gloucester Green	105	Oxford Train Station (Becket Street)	556
	Oxpens	420	Barn's Road	196
	Worcester Street	200	Castle Car Park	470
Suburban	Ferry Leisure	75		
	Headington	120		
	Knights	210		
	St Clement's	80		
	St Leonard's	47		
	Summertown	122		
	Union Street	74		
Car parks within public parks	Alexandra Courts	?		
	Cuttislowe and Sunnymead (A40)	?		
	Cuttislowe and Sunnymead (Harbord Road)	?		
	Godstow Road	?		
	Hinksey Park	-		
	Walton Well Road	-		

Oxford City Council categorised their car parks as one of three types; city centre, suburban, and car parks within public parks. 725 city centre car parking spaces are provided, and 728 suburban car parking spaces. The numbers of spaces at car parks within public parks is not known.

Charging points for electric vehicles are included at 4 council owned car parks within Oxford: Headington Car Park, Summertown Car Park, Union Street Car Park, and Worcester Street Car Park. The use of the charging points is, however, dependent on being a member of the POLAR Network (for a fee of £7.85 per month).

### 3.5.1.1 Time Limits and Parking Charges

Hourly parking charges are in operation in council run car parks from 8am-8pm. A flat evening tariff applies outside those times. Waiting time restrictions are not imposed in the car parks.

The prevailing parking charges are set out in Table 3—43. Parking charges vary significantly between city centre, suburban and public park car parks, with the differences being most marked for short durations of stay. City centre car parks are most expensive, at over 5 times higher in some instances.

**Table 3—43: Off-street Car Parking Charges in Oxford**

Location	Car Park	Parking Charges								
		1hr	2hrs	3hrs	4hrs	5hrs	6hrs	7hrs	8hrs	MAX
City Centre	Gloucester Green	£3.50	£5.50	£7.50	£9.00	£14.00	£14.00	£21.00	£21.00	£25.00
	Oxpens	£2.50	£4.00	£6.00	£8.00	£12.00	£12.00	£18.00	£18.00	£23.00
	Worcester Street	£3.50	£5.50	£7.50	£9.00	£14.00	£14.00	£21.00	£21.00	£25.00
Suburban	Ferry Leisure	£1.50	£2.00	£3.40	£5.40	£13.50	£13.50	£13.50	£13.50	£13.50
	Headington	£1.70	£1.70	£3.40	£5.40	£13.50	£13.50	£13.50	£13.50	£13.50
	Knights	£1.00	£1.00	£1.00	£1.50	£2.60	£2.60	£2.60	£2.60	£2.60
	St Clements	£1.50	£2.30	£3.30	£6.80	£9.80	£9.80	£14.30	£14.30	£17.80
	St Leonard's	£1.60	£1.60	£3.30	£5.30	£13.40	£13.40	£13.40	£13.40	£13.40
	Summertown	£1.50	£2.00	£3.40	£5.40	£13.50	£13.50	£13.50	£13.50	£13.50
	Union Street	£1.50	£2.00	£3.40	£4.40	£4.80	£4.80	£13.40	£13.40	£13.40
Car parks within public parks	Alexandra Courts	£1.00	£2.00	£2.00	£4.00	£4.00	£13.40	£13.40	£13.40	£13.40
	Cotteslowe and Sunnymead Park (A40)	£0.60	£1.30	£1.30	£2.50	£2.50	£2.50	£2.50	£2.50	£2.50
	Cotteslowe and Sunnymead Park (Harbord Road)	£0.60	£1.30	£1.30	£2.50	£2.50	£2.50	£2.50	£2.50	£2.50
	Godstow Road	No charges apply								
	Hinksey Park	£0.60	£1.30	£1.30	£2.50	£2.50	£10.40	£10.40	£10.40	£10.40
	Walton Well Road	£0.60	£1.30	£1.30	£2.50	£2.50	£10.40	£10.40	£10.40	£10.40

**3.5.1.2 Season Tickets**

Season tickets are not generally available for car parks in Oxford. Parking permits are, however, available for Oxpens car park (which is located in the city centre). Two types of permit can be purchased:

- 1 Day Permit - £6.00
- 5 Day (Monday to Friday) Permit - £30.00

The permits are only valid from Monday to Friday, midnight to 23:59. The number of permits available per day is limited, thus they are granted on a first-come first-served basis.

### 3.5.1.3 Payment Method

For council run car parks in Oxford, payment is either by a pay and display (which accepts cash and credit/debit cards), or online, or there is the option to pay using RingGo by phone or through the app.

## 3.5.2 Oxford On-Street Public Parking

### 3.5.2.1 Provision

The Council has set a number of objectives for on-street parking in Oxford:

- Remove the danger to other road users caused by obstructive parking;
- Ensuring adequate road space is available for the free movement of all road users;
- Regulating and controlling where vehicles are parked on the basis of location, time, and convenience to all road users and the needs of the community;
- Ensuring a fair distribution of suitable on-street parking space, within competing demands and resources available;
- Reducing the need to travel by private car and encourage the use of alternative means; and
- Improving accessibility in particular for non-car owners and people with mobility or sensory impairment.

One of the means of achieving these aims in Oxford has been the implementation of controlled parking zones (CPZs), which have been put in place in areas where significant parking issues were observed, particularly with regard to commuter parking. Figure 3—16 shows the CPZs in Oxford, within these areas most parking spaces are restricted to permit holders only. If parking spaces are also made available to the public within these areas, public parkers are often imposed with waiting time restrictions.

Information on the numbers of residents' only and publicly usable parking bays provided in Oxford is not available.

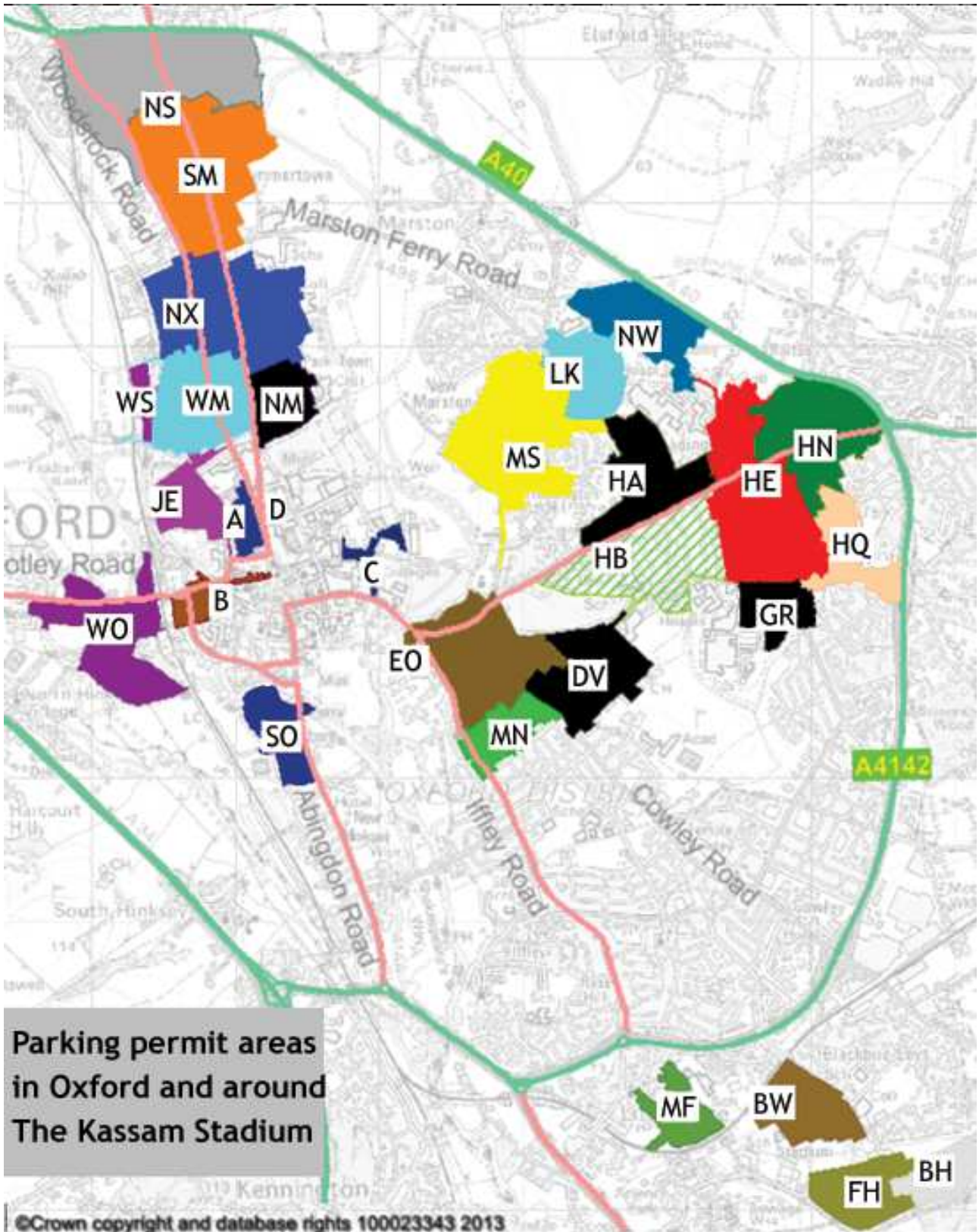


Figure 3—16: Controlled Parking Zones in Oxford (Source: Oxford Council)



**3.5.2.2 Time Limits and Parking Charges**

The following waiting time restrictions for publicly available parking are in place at various points in the Controlled Parking Zones in Oxford:

- 30 minute maximum
- 1 hour maximum
- 2 hours maximum
- 3 hours maximum

The times during which these waiting restrictions are in place varies, with the following in operation at different points:

- All times
- Everyday 8:00-18:30
- Monday to Friday 8:00-18:30
- Monday to Saturday 8:00-16:00
- Monday to Friday 10:00-17:00
- Monday to Friday 10:00-15:00
- Monday to Saturday 8:00-18:30
- Monday to Saturday 9:30-16:30

Parking charges associated with public on-street parking, are set out in Table 3—44. The charges in place at different locations are reasonably consistent and are consistent with city centre off-street car parking charges. Charges apply between the hours of 8:00-22:00, with evening charges applied outside that period. The evening charges are a flat rate of either £2.50 or £3.00 depending on the location.

**Table 3—44: On-street Public Parking Charges in Oxford**

Location	Charges						
	30mins	1hr	2hrs	3hrs	Evening	Sundays	Max Stay
Great Clarendon Street, Walton Street	£1.50	£2.50	£4.00	-	£2.50	£2.50	2 hours
Norham Gardens	£1.50	£2.50	-	£4.00	£2.50	£2.50	3 hours
Blackhall Road	£1.50	£3.00	£5.00	-	£3.00	-	2 hours
Beaumont Street, Cromwell Street, King Edward Street, Longwall Street, Merton Street, Museum Road, Parks Road, St Giles, Woodstock Road	£1.50	£3.00	£5.00	-	£3.00	-	2 hours
Mansfield Road, Keble Road, Savile Road	£1.50	£3.00		£5.00	£3.00	-	3 hours
Wellington Square	£1.50	£3.00	£5.00		£3.00	-	2 hours
Benson Place, Bradmore Road, Crick Road, Fyfield Road, Norham Road	£1.50	£2.50	£4.00	-	-	-	2 hours
Broad Street	£1.50	£3.00	-	-	£3.00	-	1 hour

Residents within the controlled parking zones can purchase permits that allow them to park in these areas without waiting time restrictions and without further charges. Permit prices are as set out in Table 3—45, and are the same for all controlled parking zones. Residents pay £60 per year for a permit (for up to 2 vehicles). There is a maximum number of successful applicants for resident parking permits, and they are issued on a first come first issued basis.

**Table 3—45: Parking permits in Oxford**

Location	Restrictions	Length of Stay	Charges
Controlled Parking Zones	Residents	Unlimited	£60.00 per year
	Visitors	Day	£20.00
	Contractor	Weekly	£20.00
	Business	Monthly	£25.00
		Half-a-year	£50.00
		Yearly	£100.00

Additionally, residents receive (and can purchase) visitor permits for the use of their guests. 25 day permits for visitors are provided to residents each year. They can purchase a second set of 25 for £20.

Contractor permits are available to tradespersons or businesses who can provide a clear operational need for their vehicle to be parked in a restricted area while work is being undertaken. The charge is applied at a flat rate of £20 per weekly permit. Applicants with a business requirement to visit different addresses across the city may need to request additional permits for other zones.

**3.5.2.3 Payment Method**

On-street parking payments are made via pay and display machines which accept cash only. These parking charges can also be paid using RingGo by phone or through the app.

Parking permits can only be purchased online (using a credit or debit card) through the Oxford City Council website.

**3.5.2.4 Enforcement**

The Oxford City Council’s Civil Enforcement Officers are responsible for the management and maintenance of on-street parking. Penalty charge notices are issued for parking contraventions.

**3.5.3 Oxford Park and Ride**

There are five main park and ride sites located around Oxford’s Ring Road, as illustrated in Figure 3—17 and described below in Table 3—46.

**Table 3—46: Park and Ride Facilities in Oxford**

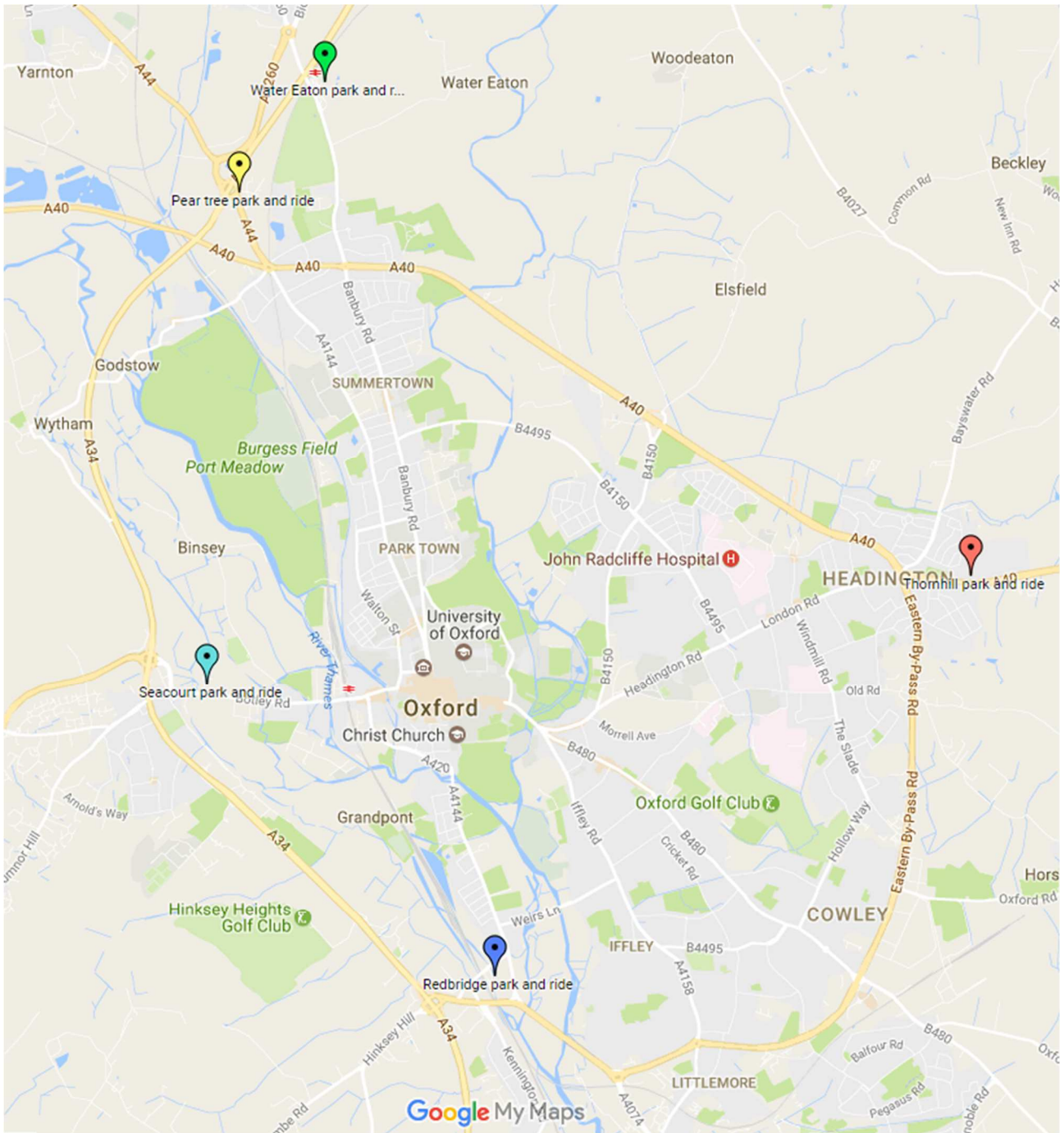
	Park and Ride	Total Car Parking	Bus shelters	CCTV	Disabled	Lighting	EV charging	Parent & Child	Waiting room	Café	Toilets	Park and Pedal
E	Thornhill	1,335	✗	-	-	-	✓	-	✓	✓	✓	✗
N	Peartree	981	✗	-	-	-	✓	-	✗	✗	✗	✗
N	Water Eaton	758	✗	-	-	-	✓	-	✓	✗	✗	✗
S	Redbridge	1,070	✗	-	-	-	✓	-	✓	✗	✓	✓
W	Seacourt	786	✓	-	-	-	✓	-	✗	✗	✗	✓

Overall, 4,930 parking spaces are provided across the 5 locations, which is significantly higher than the off-street parking provision within Oxford. A café is provided at Thornhill park and ride, and toilets are provided at both Thornhill and Redbridge sites, but generally the facilities are limited. Electric vehicle charging is provided at all locations.

Across all park and rides, regular bus services run every 10-30 minutes between the park and rides and the city centre. From Monday to Saturday, park and ride bus services start between 05:00-06:00 and finish between 23:15-00:45. On a Sunday services start slightly later between 07:30-08:30 and finish generally around 19:00, with the exception of Water Eaton which finishes at 00:45.

**Table 3—47: Oxford Park and Ride Operating Hours and Service Frequency**

	Park and Ride	Service Frequency	Mon-Sat		Sunday	
			Service Starts	Service Finishes	Service Starts	Service Finishes
E	Thornhill	13-30mins	06:00	23:20	08:20	18:50
N	Peartree	10-30mins	06:00	23:15	08:30	18:57
N	Water Eaton	15mins	05:00	00:45	07:30	00:45
S	Redbridge	10-30mins	06:00	23:15	08:30	19:00
W	Seacourt	13-30mins	06:00	23:20	08:20	18:50



**Figure 3—17: Park and Ride Sites in Oxford (Source: Oxford Council)**

Separate charges apply for both parking at the park and ride sites, and the bus journeys to and from them. Charges for Thornhill and Water Eaton are as shown in Table 3—48 and charges for Seacourt, Pear Tree and Redbridge are as shown in Table 3—49.

**Table 3—48: Park and Ride charges in Oxford (a)**

Park and Ride	Parking Charges						Bus Charges
	<1hr	<11hrs	11-24hrs	24-48hrs	48-72hrs	>72hrs	
Thornhill	Free	£2.00	£4.00	£8.00	£12.00	£100 excess charge	Day: £2.00 Week: £10.00 Month: £30.20
Water Eaton							

**Table 3—49: Park and Ride charges in Oxford (b)**

Location	Cash using the pay machines	Pay on Mobile
Seacourt	Day: £2.00 7 Days: £10.00	Day: £2.20 7 Days: £10.20 28 Days: £30.20
Pear Tree		
Redbridge		

Thornhill and Water Eaton park and ride sites require payment within 1 hour of arrival, but there is no need to display the ticket on the vehicle. Seacourt, Pear Tree, and Redbridge park and ride sites require payment to be made within 10 minutes of arrival. These three sites are less expensive than Thornhill or Water Eaton (£2 per day for parking as opposed to £4 per day). Parking charge levels have been set, with reference to the limited city centre park, at a level that encourages motorists in Oxford to use the park and ride services.

Parking payment at the park and ride sites can be made through pay points near the terminal buildings, or, for a slightly higher price, online or by mobile phone.

Monthly, quarterly and annual permits for Redbridge, Seacourt and Pear Tree are available, for the amounts set out in Table 3—50.

**Table 3—50: Permit Prices for Redbridge, Seacourt and Pear Tree Park and Rides**

Type of Park and Ride Permit	Cost
Annual	£300.00
Quarterly	£85.00
28 Day	£30.00

### 3.5.4 Oxford Bicycle Parking Provision

Oxford has the second highest level of cycling in the UK, after Cambridge, and cycle parking is provided in many locations throughout Oxford City as shown in Figure 3—18. This includes the provision of a range of street-pods, which are police-approved racks that allow the bicycle frame and both wheels to be secured with a single lock. Green-roofed cycle shelters are also provided.

Information on the exact numbers of cycle parking spaces provided throughout the city is not available. The largest single provision of cycle parking is at Oxford Station where 758 bicycle parking spaces are located.

The Oxfordshire Parking Policy states that the Council will work to provide suitably located, safe and secure cycle parking facilities for both on and off-street in town centres and at other locations where demand is high.

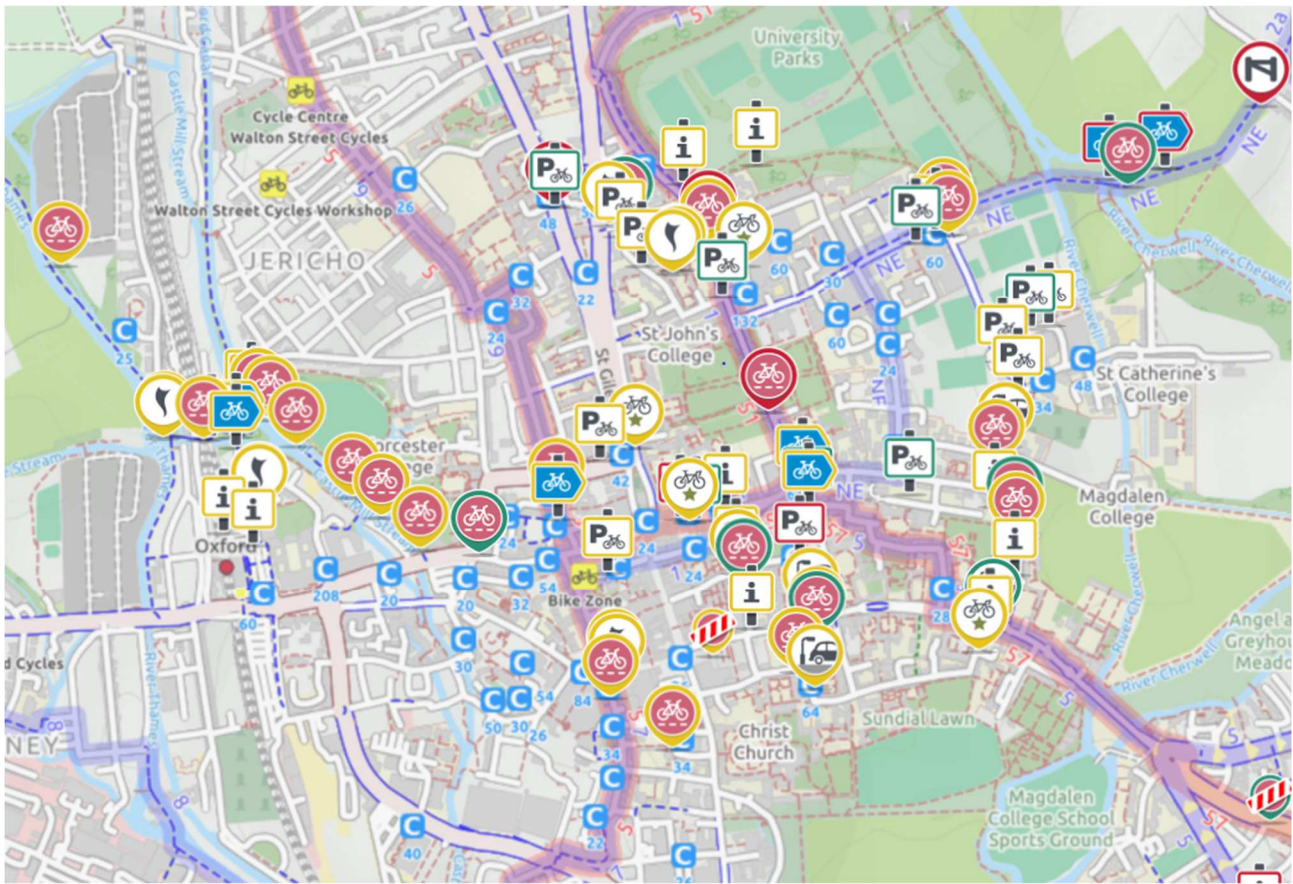


Figure 3—18: Cycle Parking Locations in Central Oxford (Source: Cyclestreets)

### 3.5.5 Oxford Motorcycle Parking Provision

All council car parks in Oxford, except Gloucester Green underground car park, allow motorcycles to park without any charge or without the need to display a permit. On-street parking spaces for motorcycles are located in a number of areas of the city:

- St Ebbes
- Broad Street
- St Giles
- Oriel Square
- Thornhill park and ride

Oxford prohibits motorcycles, scooters and mopeds from parking in general on-street pay and display parking bays.

### 3.5.6 Oxford Parking Signage and Customer Information

Variable Message Signs are used to inform motorists about the availability of park and ride spaces and to advise them when town centre car parks are full. Additional car park counters are installed at city centre car parks to further enhance the parking availability information that is being displayed.

The Oxford City Council website provides comprehensive information on park and ride facilities and off-street parking (though lacks information on the number of spaces for those car parks located in public parks). The information provided for on-street parking is more limited, and does not highlight the areas where public on-street parking is available. The information provided for motorcycle parking is adequate, but that provided for cycle parking provision is very limited.

### 3.5.7 Oxford Parking Standards for Different Land Uses

Maximum, restraint based, car parking standards are in place in Oxford, which aim to avoid the overprovision of parking spaces. The car parking standards that prevail for a number of typical land uses are as set out in Table 3—51.

**Table 3—51: Oxford Car Parking Standards Summary**

Type of Land Use	Car Parking Standards	
A1: Non-food retail	1 space per 50 sqm	
B1: Offices	1 space per 35 sqm or 1 space per 2 staff	
B2: General Industry	1 space per 35 sqm up to 235 sqm; 1 space per 300 sqm thereafter.	
C3: Dwelling houses and flats	<b>Outside TCA: Small developments</b> 1 bedroom dwelling: 1 space 2/3 bedroom dwelling: 2 spaces 4+ bedroom dwelling: 3 spaces	<b>Outside TCA: Large Developments</b> Dwellings <2 bedrooms: 1.5 spaces Dwellings >3 bedrooms: 2.5 spaces

Upon establishing parking policies that support sustainable development, Oxford is expected to revise the parking standards to allow significantly lower levels of parking, particularly for developments:

- That are in locations where services are readily accessible by walking, cycling or public transport;
- Which provide housing where the demand for parking is likely to be less than for family housing;
- Which involve conversions where off-street parking is less likely to be successfully designed into the scheme.

It is recognised that realistic standards must be applied in less accessible areas to ensure that parking overspill does not occur, causing or exacerbating local amenity problems.

Minimum cycle parking standards are also in place in Oxford, a selection of which are set out in Table 3—52 for common land use types.

**Table 3—52: Oxford Cycle Parking Standards Summary**

Type of Land Use	Cycle Parking Standards
A1: Non-food retail	1 space per 400 sqm
B1: Offices	1 space per 90 sqm or 1 space per 5 staff (or other people). In the TDAs, provision should be increased to 1:55 sqm and in the TCA to 1:35 sqm plus visitor parking provision
B2: General Industry	1 space per 90 sqm up to 235 sqm; 1 space per 500 sqm thereafter; or 1 space per 5 staff (or other people)
C3: Dwelling houses and flats	2 spaces per residential unit

Parking for powered-two wheelers at non-residential developments will be sought on the following basis:

- Office space (including ancillary offices): 1 space per 400 sqm up to 2,000 sqm; 1 space per 1,000 sqm thereafter.
- Other: 1 space per 1,000 sqm



## **3.6 Winchester**

The city of Winchester has a population that is similar to but slightly higher than Bath's, at 117,000 people. It is an old Roman town that attracts many visitors annually, with tourists coming particularly to see Winchester Cathedral - the city's main landmark (and one of the largest cathedrals in Europe).

The 'Winchester District Car Parking Strategy' was published in 2013, focussing primarily on off-street public car parking provision. The parking strategy covers a five-year period, and it is based on the principle of providing sufficient parking spaces in appropriate locations to sustain the long-term economic, social and environmental wellbeing of Winchester Town and District.

### **3.6.1 Winchester Off-Street Public Parking**

#### **3.6.1.1 Provision**

For the purposes of car parking provision, Winchester is subdivided into four 'Quarters': Shopping Quarter, Northern Quarter, Station Quarter and Chesil Quarter. The type of parking provided, and level of demand experienced varies between these different quarters, as described in Table 3—53. The locations of car parks of different types (park and ride, short-stay and long-stay) are as illustrated in Figure 3—19. Short-stay car parks are generally located in the centre of the city and long-stay car parks are generally located more peripherally.

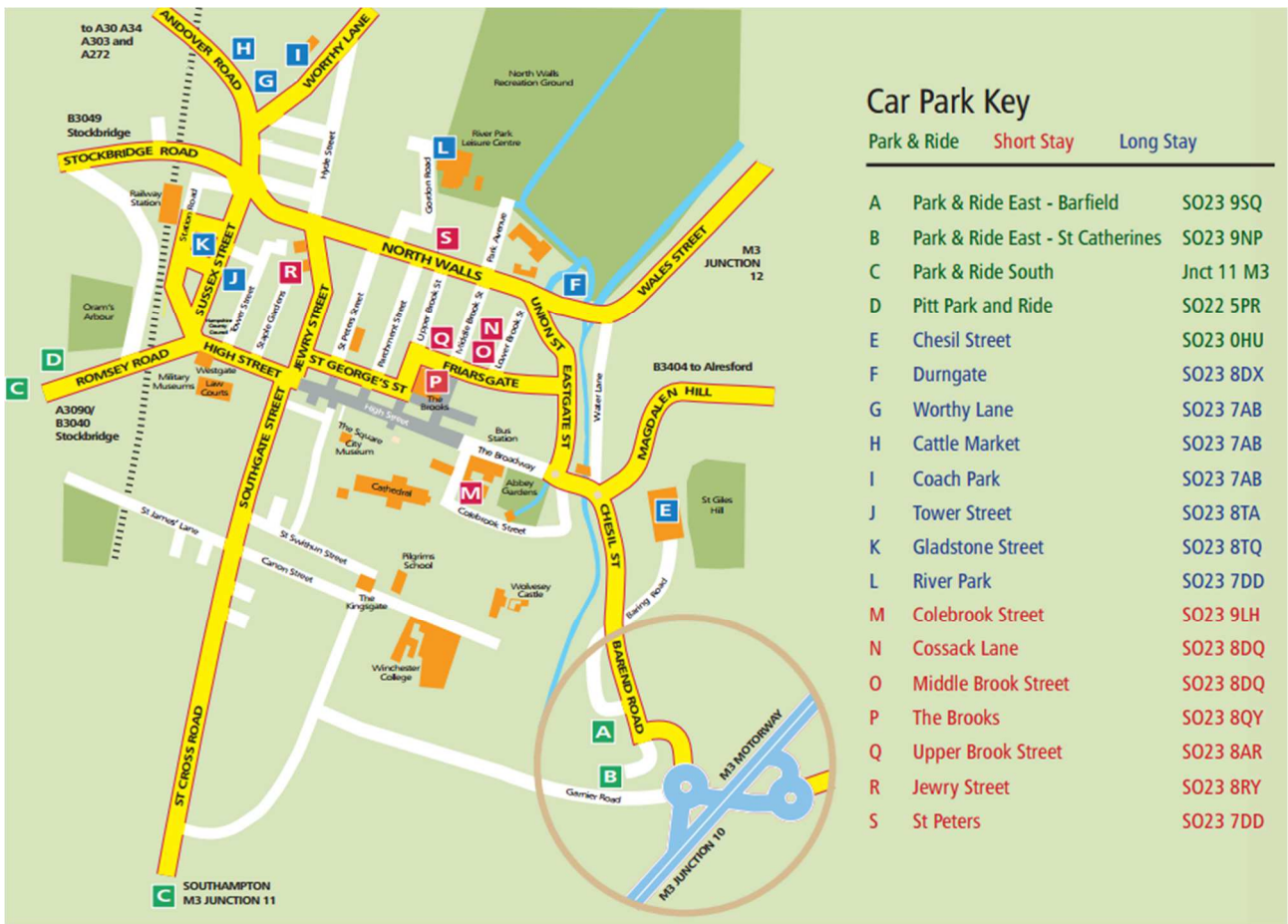


Figure 3—19: Location of car parks in Winchester (Source: Winchester City Council)

Excluding the park and ride sites, Winchester Council controls 13 car parks in the city, a combination of surface car parks and multi-storeys. In total, these car parks accommodate 2,636 off-street parking spaces as set out in Table 3—53.

**Table 3—53: Off-Street Parking Provision in Winchester**

Winchester Council Car Park				
Location	User Group	No. of parking bays	Mon-Fri Max. Occupancy	Sat and Sun Max. Occupancy
<u>Shopping Quarter (Short-Stay)</u> Middle Brook Street Cossack Lane Car Park Friarsgate (MSCP) The Brooks (MSCP) Upper Brook Street Colebrook Street	Shoppers	884	74%	94% and 81%
<u>Northern Quarter (Long-Stay)</u> Cattle Market Coach Park Worthy Lane	Commuter	440	75%	24% and 48%
<u>Station Quarter (Long-Stay)</u> Tower (MSCP) Gladstone	Commuter	617	100%	57% and 75%
<u>Chesil Quarter (Long-Stay)</u> Chesil Street (MSCP) Chesil Street surface car park	Commuter/ Shoppers	695	58%	43% and 38%
<b>Total</b>		<b>2,636</b>		

Parking in the central Shopping Quarter is intended to be used by shoppers. Parking in Northern and Station Quarters is generally for commuters and parking in Chesil Quarter is for a mix of shoppers and commuters. Provision is reasonably evenly spread between these different quarters, but provision is highest in the central Shopping Quarter. Overall, higher numbers of long-stay, as opposed to short-stay, parking spaces are provided.

Car park usage and occupancy surveys were undertaken by Winchester District Council in 2013, the results of which have been included in Table 3—53. Parking occupancy was observed to be the highest in Station Quarter, which reached 100% occupancy on weekdays (consistent with its use for commuter parking). Interestingly, other commuter parking areas were found to have spare capacity on weekdays. A very high parking occupancy, of up to 94%, was also observed in the Shopping Quarter at the weekend, consistent with its use as shopper parking. Despite the intention for it to be used by commuters, high levels of occupancy (of up to 75%) were still observed in Station Quarter at the weekend.

Of the off-street car parks in Winchester, only Chesil Street Car Park and Brooks have charging points for electric cars (each has 2 devices). There are various other charging points located at private car parks such as shopping centres, hotels office car parks within the city.

### 3.6.1.2 Time Limits and Parking Charges

The Winchester Car Parking Strategy focuses on a 'three-ring' approach for segmenting prices. This method involves providing the cheapest parking at park and ride sites, which form the 'outer' part of the ring, the next cheapest parking being provided at peripherally located car parks within the city (the 'inner ring'), and the most expensive parking being in the city centre car parks.

Parking charges in different car parks are as set out in Table 3—54. These charges apply Monday-Saturday only (8:00-18:00), and free parking is available in all Winchester City Car Parks on Sundays.

**Table 3—54: Off-Street Car Parking Charges in Winchester**

Location	Car Park	Charges						
		30mins	1hr	2hrs	3hrs	4hrs	>4hrs	<6hrs (Sat only)
'Centre' Car Parks	The Brooks, Middle Brook Street	£1.30	£1.30	£2.70	£3.50	£4.50	£15.00	£6.00
	Colebrook Street, Guildhall Yard (Sat only), Jewry Street, Cossack Lane, Upper Brook Street	£1.30	£1.30	£2.70	£3.50	£4.50	-	-
	St. Peters	£0.30	£1.30	£2.70	£3.00	£4.00	-	-
	Tower Street	£1.30	£1.30	£2.70	£3.50	£4.50	£8.00	-
	Gladstone Street	£1.30	£1.30	£2.70	£3.00	£4.00	£8.00	-
'Inner' Car Parks	Chesil MSCP	£1.10	£1.10	£1.80	£2.70	£3.50	£6.00	-
	Durngate, The Cattle Market, Worthy Lane, Coach Park	£1.80	£1.80	£1.80	£2.70	£3.50	£7.00	-
	River Park Leisure Centre	£0.70	£0.70	£0.90	£1.20	Up to 5 hours £5.00 Over 5 hours £10.00		

In many of the city centre car parks, parking is only available for up to 4hrs. In car parks where stays of over 4hrs are permitted, a flat rate applies for any stay in excess of that duration, regardless of length. Charges for stays of under 4hrs are generally applied in 1hr increments, the exception to this is St. Peters where 30mins is charged at a significantly lower rate than 1hr.

### 3.6.1.3 Season Tickets

Season tickets are available for a number of car parks, as shown in Table 3—55. Season tickets are split into a number of different price groupings, with the lowest priced groups (E and F) being significantly cheaper than the highest priced groups (B and D). Season ticket holders for a particular group are also entitled to park in the car parks in all lower priced groups. Season tickets can be purchased either annually or quarterly.

**Table 3—55: Season Tickets for Off-Street Parking in Winchester**

Season Ticket Car Park Groups and Car Parks	Charges
<b>Group B:</b> Gladstone Street, St Peters, Tower Street <i>(and car parks in Groups D, DC, E, &amp; F)</i>	Annually: £1,472.00 Quarterly: £400.00
<b>Group D:</b> Cattle Market, Coach Park, Terrace, Lido, Durngate and Worthy Lane <i>(and car parks in Groups DC, E, &amp; F)</i>	Annually: £1,288.00 Quarterly: £350.00
<b>Group DC:</b> Chesil multi-storey <i>(and car parks in Group E &amp; F)</i>	Annually: £1,104.00 Quarterly: £300.00
<b>Group E:</b> Barfield Close	Annually: £552.00 Quarterly: £150.00
<b>Group F:</b> Alresford Station, Perin, Arlebury Park and Lower Lane	Annually: £275.00 Quarterly: £75.00

Season ticket price discounts are available for environmentally friendly vehicles, including those with emissions lower than 90g/km of CO<sub>2</sub> and electric vehicles.

#### 3.6.1.4 Payment Method

Car parks in Winchester are a mix of pay and display and pay on foot. There is also the option of payment by card and payment via mobile phone. Payments for season tickets can be made online, by post, or in person.

#### 3.6.1.5 Penalties and Enforcement

Winchester City Council are responsible for the management and maintenance of car parks. Civil Enforcement Officers issue penalty charge notices for parking infringements. This can be either £70 or £50 depending on the nature of the contravention.

### 3.6.2 Winchester On-Street Public Parking

#### 3.6.2.1 Provision

Both public and permit only on-street parking is provided in Winchester and a number of controlled parking zones are in operation throughout the city. Pay and display spaces are located to serve shops, businesses and other facilities that need short-stay on-street spaces. Detailed information on the locations or quantities of on-street parking in Winchester is not available.

#### 3.6.2.2 Time Limits and Parking Charges

Both free and pay and display public on-street car parking is available in Winchester. The waiting time restrictions generally vary from 1hr to 4hrs for free spaces, as set out in Table 3—56. Pay and display parking, which tends to be located in the city centre, is restricted to a maximum stay of 2hrs, as per Table 3—57. Waiting time restrictions apply Monday to Saturday 8am- 6pm.

**Table 3—56: Waiting Time Restrictions for Free Parking Bays in Winchester**

Parking limited to 1 hour with no return within 2 hours	Parking limited to 2 hours with no return within 4 hours	Parking limited to 4 hours with no return within 8 hours	No limit
College Street, Culver Road, Hyde Street, Kingsgate Road, Parchment Street, Stockbridge Road, Wales Street	Beaufort Road, Cheriton Road, Christchurch Road, College Street, College Walk, Compton Road, Edgar Road, Garnier Road, Greenhill Road, Hatherley Road, Hyde Gate, Hyde Street, Mead Road, Petersfield Road, Ranelagh Road, Romans Road, Saxon Road, St Catherines Road, St Cross Road, St Pauls Hill, Stockbridge Road, Vale Road, Wales Street	Barnes Close, Clausentum Road	Alresford Road, Berewecke Avenue, Berewecke Road, Whiteshute Lane

**Table 3—57: Pay and Display On-Street Car Parking in Winchester**

Location	Charges			
	0.5hr	1hr	1.5hrs	2hrs
Andover Road, Victoria Road, Water Lane Upper High Street	Free	£1.10	N/A	N/A
Colebrook Street, Market Lane, North Walls (North Side), Parchment Street, St Peter Street, The Broadway, The Square, Tower Street	Free	£1.30	N/A	N/A
North Walls (South Side)	Free	£1.30	£2.00	£2.70

Parking charges for the pay and display on-street parking bays are consistent with those applied in the public off-street car parks.

Residents of Winchester’s permit parking controlled zones can purchase a permit to allow them to park on-street in those areas, and up to 4 permits may be purchased per household. The issuance of a permit does not guarantee a parking space. Permit prices are as shown in Table 3—58, with a discount price for the first permit purchased. Additionally, residents are entitled to purchase day visitor scratch cards, at a cost of £10 per set of 10.

Businesses located within the permit controlled zones can also apply for permits, which allow their customers to park in that permit controlled zone. These permits cost £50 each, and are valid for between 1 and 4 hours, depending on location.

**Table 3—58: Parking Permits in Winchester**

Type of permit	Cost (per permit)	Notes
Any type (All Zones)	First Permit: £22.00 Further Permits: £50	Max. Upto 4 per household Inner Zone Area Entitlement: One Annual Resident Permit, Outer Zones Area Entitlement: Two Resident Permits
Business Customer Permits	£50 each permit	Inner Area: 1 permit for use by any customer for parking up to 1 hr a day Outer Areas: Up to 4 permits for use by customers for parking up to 3 hrs in any one day
Day Visitor Scratch cards	£10 per set of 10	Outer Zones Area Entitlement: Two Visitor Permits and 20 Visitor Scratchcards per 12-month period.

Any business in the city can also apply for a permit that allows any person employed by them to park in any of the permit controlled areas of the city (for no additional charge). These permits are provided to enable business functions to be carried out within controlled parking zones. Parking in any location is limited to 2 hours in any 24 hour period. These permits cost £300 per annum, and there is no limit on the numbers of permits that can be purchased.

A 50% or 75% discount is offered for residents’ permits issued to vehicles with carbon emissions of 90g/km or less. Inner Area residents’ parking permit holders are also allowed to park for free in some of the council car parks. This concession is not available for any other permit holders.

Blue badge holders can park free of charge in designated disabled bays, in resident permit holder bays, and in pay and display bays.

**3.6.2.3 Payment Method**

Payments for on-street parking are made via a pay and display system.

Permits can be purchased in cash, by cheque or by credit/debit card from Winchester City Council.

**3.6.3 Winchester Park and Ride**

There are four park and ride facilities provided around Winchester, as shown in Figure 3—19. The numbers of spaces provided in each of these Winchester City Council operated facilities is as set out in Table 3—59.

**Table 3—59: Winchester Park and Ride Sites**

<b>Location</b>	<b>No. of Parking Bays</b>
South Winchester park and ride	864
St Catherine's	591
Barfield	194
Pitt	199
<b>Total</b>	<b>1,848</b>

The park and ride sites are available for use 7 days a week. However, the buses serving them only operate Monday to Friday between 6:30 and 19:30 and Saturday from 07:00 to 18:30, with a service frequency of 12-15minutes. There is no bus service on Sunday.

A maximum daily cost of £3 is applied for the use of the park and rides, which covers both parking and bus travel to and from the site. Two tickets are issued; one to place in the vehicle and one for use on the bus. Off-peak weekday tickets can be purchased for use after 10:30am, costing £2.50 per day. Tickets are purchased from ticket machines (accepting coins only). Customers can also pay for parking using RingGo by phone or through the app. A text receipt is provided to use as a ticket on the park and ride buses.

Season tickets for the park and rides can be purchased, offering a convenient alternative to daily payment at a discounted cost. Annual Season Tickets costs £552.00. There is also the option to buy a pre-payment card for use at the park and rides, which can be credited with any amount up to £150. The users of these cards get a 10% discount, reducing the maximum daily cost to £2.70. Credit can be added at the Parking Services counter at Winchester City Council.

### **3.6.4 Winchester Bicycle Parking Provision**

A park and cycle scheme is being operated from the South Winchester park and ride site, encouraging people to park at the site and undertake the last part of their journey (into Winchester) by bicycle. To facilitate this, cycle lockers are provided at the site, as well as a locked cycle shelter (accessible by a code that can be obtained by contacting Winchester City Council).

Information on cycle parking provision, both in terms of numbers of stands and their locations, is limited. The Winchester District Cycling Strategy notes that there is a reasonable spread of cycle parking throughout the city, but that there are very few under cover cycle parking locations in the City Centre. A high number of stands are known to be provided around Winchester Station.

### **3.6.5 Winchester Motorcycle Parking Provision**

Motorcycles can use any of the public car parks in Winchester. The use of dedicated motorcycle spaces within car parks is free, but payment must be made for the use of general car parking spaces. Dedicated motorcycle parking is available in the following car parks:



- Chesil Street
- Colebrook Street
- Cossack Lane
- Gladstone Street
- Guildhall Yard (Public parking on Saturdays only)
- Jewry Street
- Middle Brook Street
- River Park Leisure Centre
- The Brooks
- Tower Street

No dedicated on-street parking bays are provided for motorcycles in Winchester. However motorcycles may be parked without permit or payment in all residents' on-street parking bays and at the following on-street pay and display parking places:

- Andover Road
- North Walls
- St Peter Street
- Symonds Street
- Tower Street
- Upper High Street
- Wales Street

### **3.6.6 Winchester Parking Signage and Customer Information**

Comprehensive off-street parking information is provided on the Winchester City Council website. This includes the locations and the numbers of spaces, operating hours, and the charges applied. Information relating to on-street parking on the website is limited. There is some information provided on the different controlled parking zones but there is no map showing the extent of the zones. Sufficient information is provided on on-street and off-street motorcycle parking. Information on cycle parking provision is limited, the location of cycle parking stands and the number of stands is not provided.

### 3.6.7 Winchester Parking Standards for Different Land Uses

Maximum car parking standards apply to new developments in Winchester. In addition to the typical car parking standards, lower parking standards are provided for developments considered to be within ‘accessible locations’. These are typically those that are served by at least 8 buses an hour and have good cycling and pedestrian facilities. Maximum car parking standards for a number of typical uses are as set out in Table 3—60. Minimum cycle parking standards are also applied, as set out also in Table 3—60.

**Table 3—60: Winchester Car Parking and Cycle Parking Standards Summary**

Type of Land Use	Maximum Car Parking Standards		Minimum Cycle Parking Standards	
	Max	Parking in accessible locations	Long-Stay	Short-Stay
A1: Non-Food Retail (covered retail areas)	1 space per 20 sqm	1.5 spaces per 40 sqm	Greater of 1 space per 6 staff or 1 per 300 sqm GEA	1 stand per 200 sqm GEA
B1: Offices	1 space per 30 sqm	1 space per 100 sqm	1 stand per 150 sqm GEA	1 stand per 500 sqm GEA
B2: General Industry	1 space per 45 sqm	1 space per 167 sqm	1 stand per 350 sqm GEA	1 stand per 500 sqm GEA
C3: Dwelling Houses + Flats	1 bed dwellings: 1 space per dwelling 2 or 3 bed dwellings: 2 per dwelling >4 bed or greater dwellings: 3 per dwelling	0.5 space per unit  1 space per unit  1.5 spaces per unit	1 space per unit  2 spaces per unit  2 spaces per unit	

### 3.7 York

York is a popular tourist destination and a historic city like Bath. The city has a population of 204,000 and is located in the region of Yorkshire and the Humber. York city does not have its own parking strategy but is covered in the North Yorkshire County Council Parking Strategy (2011), which deals with both on-street and off-street parking.

#### 3.7.1 York Off-Street Public Parking

##### 3.7.1.1 Provision

The 14 City of York Council operated public car parks provide approximately 2,800 off-street parking spaces, as set out in Table 3—61 and as illustrated in Figure 3—20. Privately operated but publicly available car parks are also provided in a number of locations throughout the city, as illustrated in Figure 3—21.

**Table 3—61: Public Car parks in York**

City of York Council Public Car Parks		Privately Operated Publicly Available Car Parks	
Car Park	Spaces	Car Park	Spaces
Bishopthorpe Road car park	41	Piccadilly (NCP)	60
Bootham Row car park	100	Tanner Row (NCP)	257
Castle car park	318	Station South (NCP)	135
Castle Mills car park	44	Stonebow (NCP)	65
East Parade car park	14		
Esplanade car park	75		
Foss Bank car park	316		
Marygate car park	350		
Monk Bar car park	243		
Moor Lane car park	540		
Nunnery Lane car park	193		
Piccadilly car park	287		
St George's Field car Park	150		
Union Terrace car Park	145		
<b>Total</b>	<b>2,816</b>		<b>517</b>

No explicit categorisation of car parks (into long-stay/short-stay or commuter/shopper etc) is applied by City of York Council

Electric vehicle charging points are available in only three of the off-street car parks: Nunnery Lane car park (2 points), Castle car park (1 point) and Bootham Row car park (2 points).

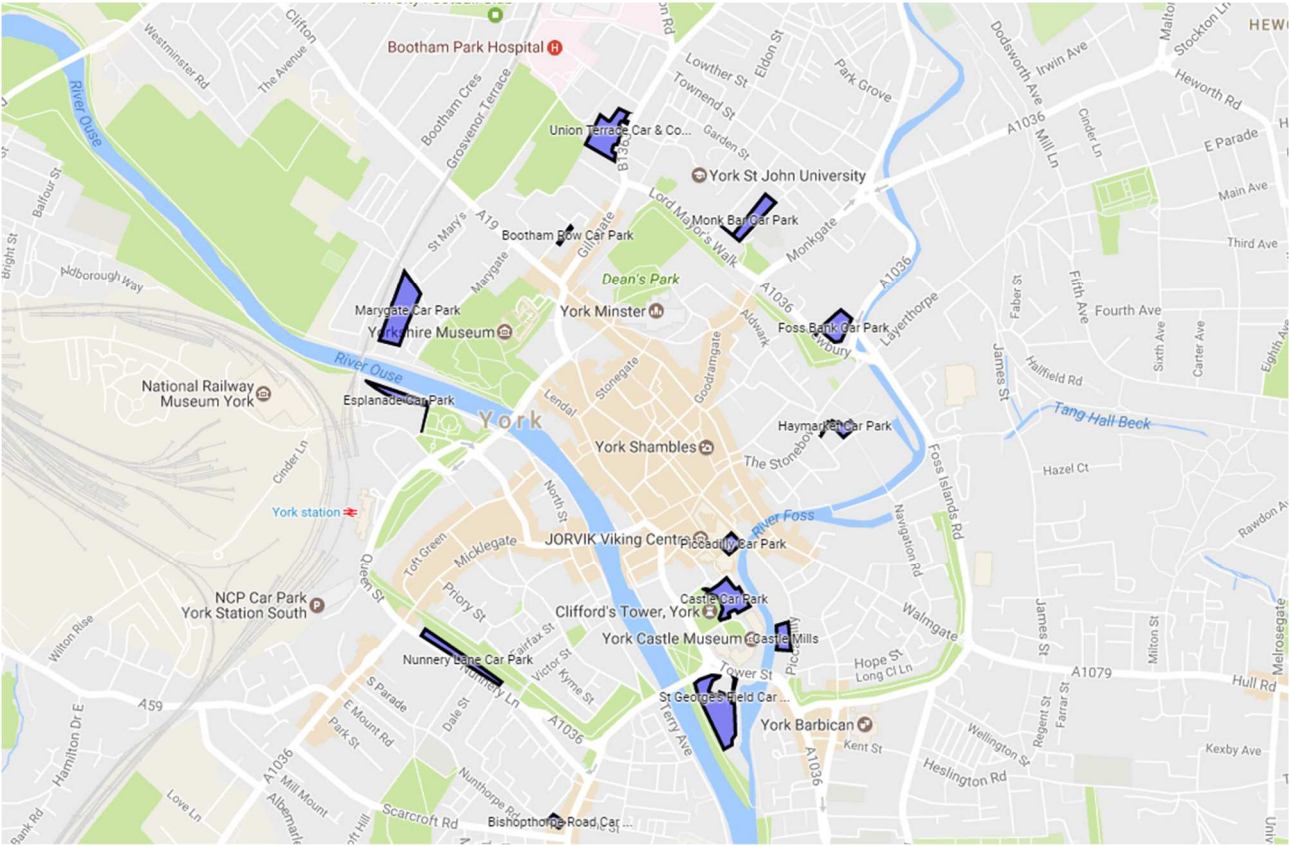


Figure 3—20: Locations of Public Council Operated Car Parks in York (Source: City of York Council)

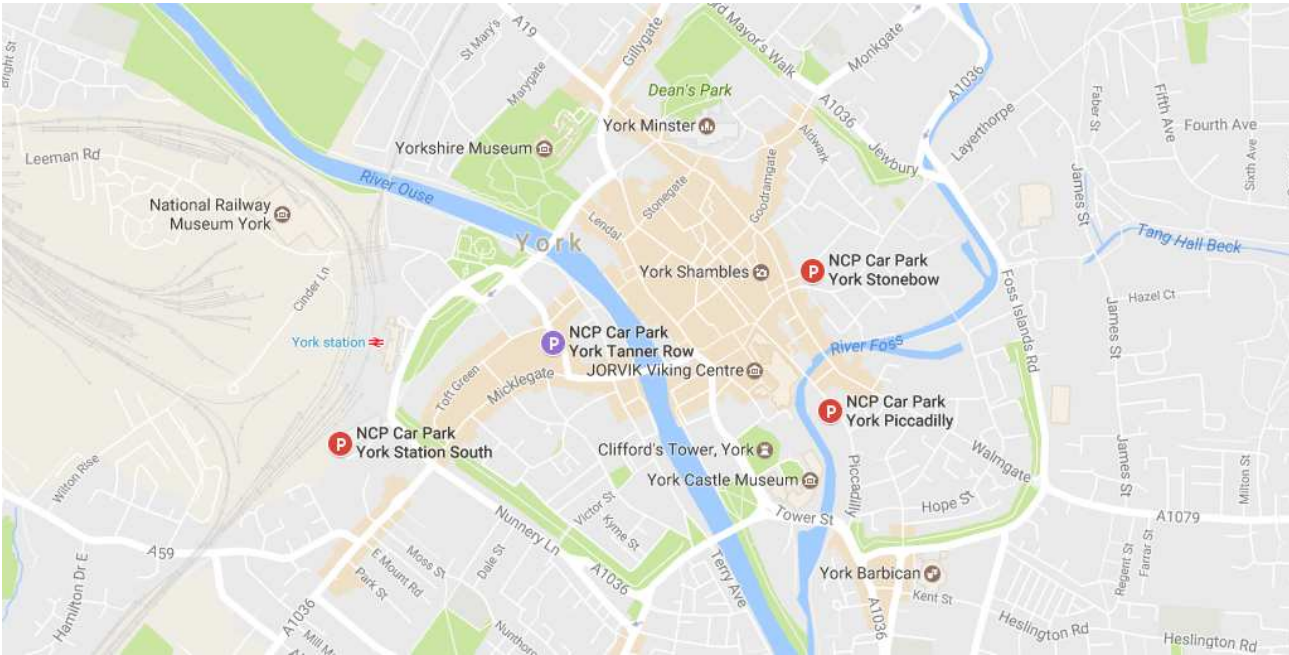


Figure 3—21: Locations of Privately Operated Publicly Available Car Parks (Source: City of York Council)

### 3.7.1.2 Time Limits and Parking Charges

A summary of the car parking charges being applied in York public car parks is provided in Table 3—62 along with the periods in which those charges apply.

There is significant variation across car parks in the charges that are being applied, with some car parks being up to seven times more expensive than others for the same duration of stay. The increase in price relating to duration of stay also varies across car parks. In some the increase is quite regular whilst in others there are large jumps. East Parade car park, in particular, applies a tripling of the parking charge when duration of stay increases from 1 to 2hrs, and a similarly large increase when the duration of stay increases from 2hrs to 3hrs. Such parking charges are likely to have been designed to encourage short-stay parking. Some car parks restrict the maximum stays that are allowed in them to 3 or 4hrs.

**Table 3—62: Summary of Off-Street Car Parking Charges in York**

Car Park	Charges								Charging Period
	30min	1hr	2hrs	3hrs	4hrs	5hrs	Evning	All Day	
Bishopthorpe Road	-	£0.40	£0.80	£1.20	-	-	-	-	8:00-18:00
East Parade	£0.30	£0.70	£2.40	£6.30	-	-	-	-	8:00-18:00
Marygate, Monk Bar, Nunnery Lane, St George’s Field, Union Terrace	£2.10	£4.20	£6.30	£8.40	£8.40	£10.50	£2.00	£12.00	8:00-midnight
Rowntrees Park	-	£1.30	£2.60	£3.90	£5.20	-	-	-	8:00-16:00
Bootham Row, Castle, Piccadilly	Residents: £2.10 per hr                      Non-residents: £2.40 per hr								8:00-midnight
Moor Lane	£4.00 per day								-
Foss Bank	All parking: £1.10 per hr								8:00-20:00

Disabled parking is available for Blue Badge holders in the car parks, where they can park free of charge for as long as required.

### 3.7.1.3 Season Tickets

Season tickets are available for York public off-street car parks, which allow unlimited parking in any of the car parks specified in Table 3—63. These season tickets can be paid for annually, monthly or weekly.

**Table 3—63: Off-Street Season Tickets for Parking in York**

Main Car Park	Annual Cost	Monthly	Weekly
Bootham Row, Castle, Castle Mills, Esplanade, Foss Bank, Marygate, Monk Bar, Nunnery Lane, Piccadilly, St Georges Field car park, Union Terrace	£1,095.00	£145.00	£60.00 <i>Only available to users of the park and pay by phone system</i>

Discounts on season tickets are available if the car is shorter than 2.7m in length, if it is a low emission vehicle with emissions up to 120g /km<sup>2</sup>, or if it is completely electric/LPG powered.

#### 3.7.1.4 Payment Method

Pay and display systems are in place at car parks across York and ticket machines accept both cash and credit/debit cards. Parking can also be paid for online, by phone or via an app using the PayByPhone system.

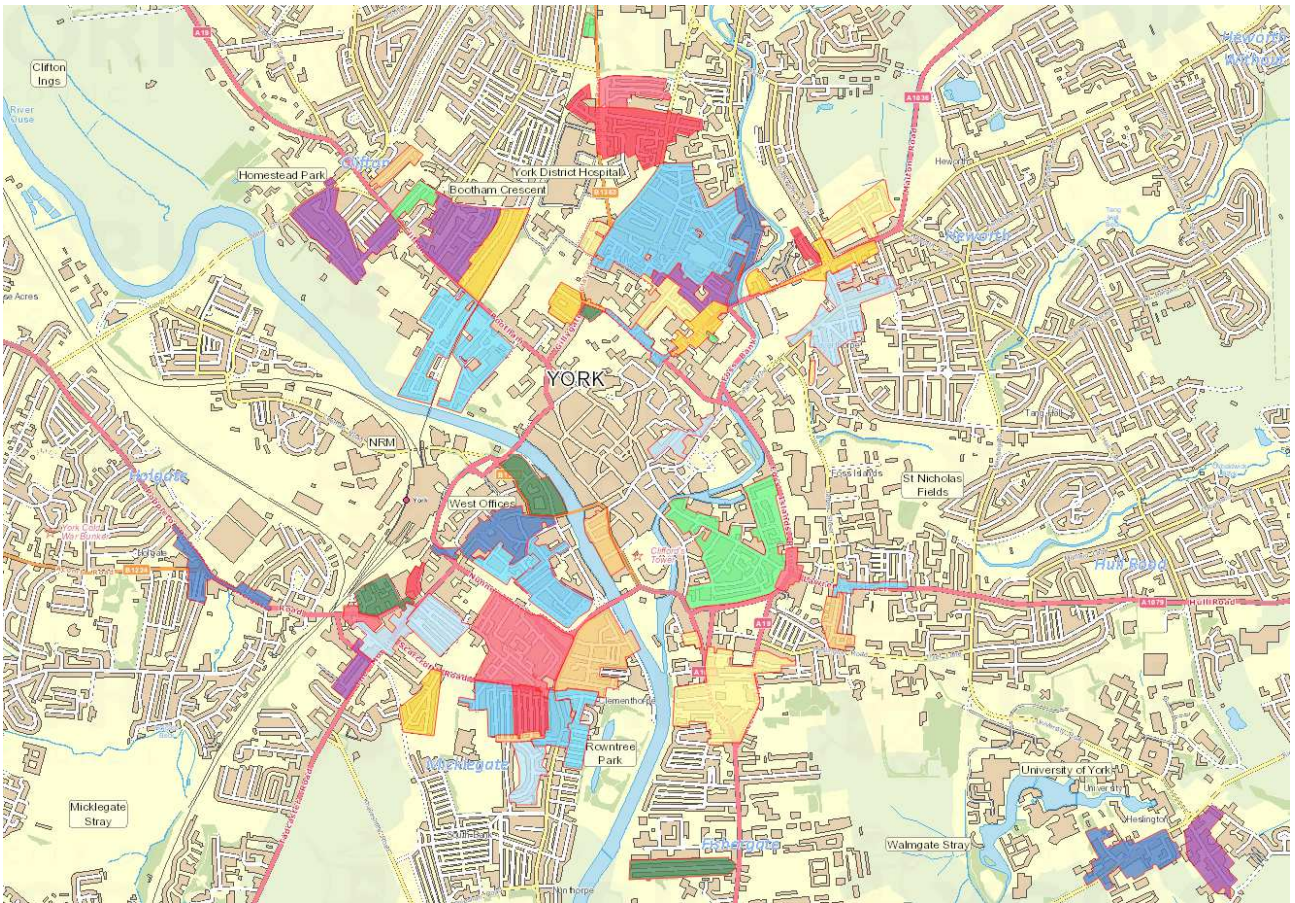
### 3.7.2 York On-Street Public Parking

#### 3.7.2.1 Provision

Much of the on-street parking in York is in residents' parking zones (branded ResPark zones in the city), the extents of which are as illustrated in Figure 3—22. Public pay and display on-street parking is available in a number of locations:

- Carmelite Street
- Lawrence Street
- Lord Mayor's Walk
- North Street
- Palmer Lane
- Piccadilly
- Prioxy Street
- Skeldergate
- Tanner's Moat
- Toft Green
- Walmgate

Pay and display parking for up to an hour is also available for some spaces within the ResPark zones.



**Figure 3—22: Residents Permit Zones in York (ResPark) (Source: City of York Council)**

Much of the centre of York is pedestrianised, and has vehicle access restrictions in place during certain hours of the day. Blue badge holders are allowed to enter and park in these areas, and disabled parking is provided at the following points (for stays of up to 3hrs):

- Blake street
- Lendal
- Goodramgate
- Colliergate
- Castlegate

### 3.7.2.2 Time Limits and Parking Charges

On-street pay and display parking charges for York are set out in Table 3—64. These charges apply from 08:00 to 18:00. On-street parking is intended for short stays and parking is not allowed for longer than 3hrs in any of the areas.

**Table 3—64: On-street Parking Charges in York**

Location	Charges					
	1hr	2hrs	3hrs	5hrs	13hrs	Evening
1) Carmelite Street, Lawrence Street, Lord Mayor’s Walk, North Street, Palmer Lane, Piccadilly, Priory Street, Skeldergate, Tanner’s Moat, Toft Green Walmgate	£2.10	£4.20	£6.30 (only after 3pm)	-	-	£2.00
2) Micklegate	£0.60	£4.00	£6.00 (only after 3pm)	-	-	£2.00
3) <i>ResPark zones for Non-Resi.:</i> Bishophill Senior, Clifton, Cromwell Road, Cumberland Street, Garden Street, George Street, Huntington Road, Lead Mill Lane, Lower Friargate, Lower Priory Street, Lowther Street, Margaret Street, Marygate, Park Grove, Penleys Grove Street, Queen Anne’s Road, The Crescent, The Mount, Townend Street, Union Terrace, Walmgate	£0.80	-	-	-	-	-

The cost of a household parking permit depends on the duration of need as well as the type of vehicle owned. The City Council offer permits for 3, 6, 9, or 12 months and there are three types of household parking permits available depending on the size of the vehicle and the level of emissions the vehicle is producing in Table 3—65 shows the household parking permit rates in use in York. The discounted parking permit rate is only for vehicle tax bands A to C, if the vehicle is less than 2.7m long or if it is electric or LPG powered. Standard parking permit rates apply for vehicle tax bands D to I. Premium-parking rates are for vehicles in tax bands J to M, or if the vehicle is longer than 5m. The increase in prices between the different types of permit is significant.

**Table 3—65: Household parking permit rates in York**

Household Parking Permits	12 months	9 months	6 months	3 months
Discounted	£48.00	£44.25	£29.50	£14.75
Standard	£96.00	£88.50	£59.00	£29.50
Premium	£130.00	£117.00	£78.00	£39.00

Residents can also purchase visitor permits at a cost of £5.75 for a book of 5. A maximum of 6 books per calendar month or 40 books in a year can be purchased per household.

### 3.7.2.3 Payment Method

Publicly available only street parking is pay and display, with ticket machines accepting cash only.

Permits can be purchased by cheque made payable to the City of York Council, or by credit or debit card.



### 3.7.2.4 Enforcement

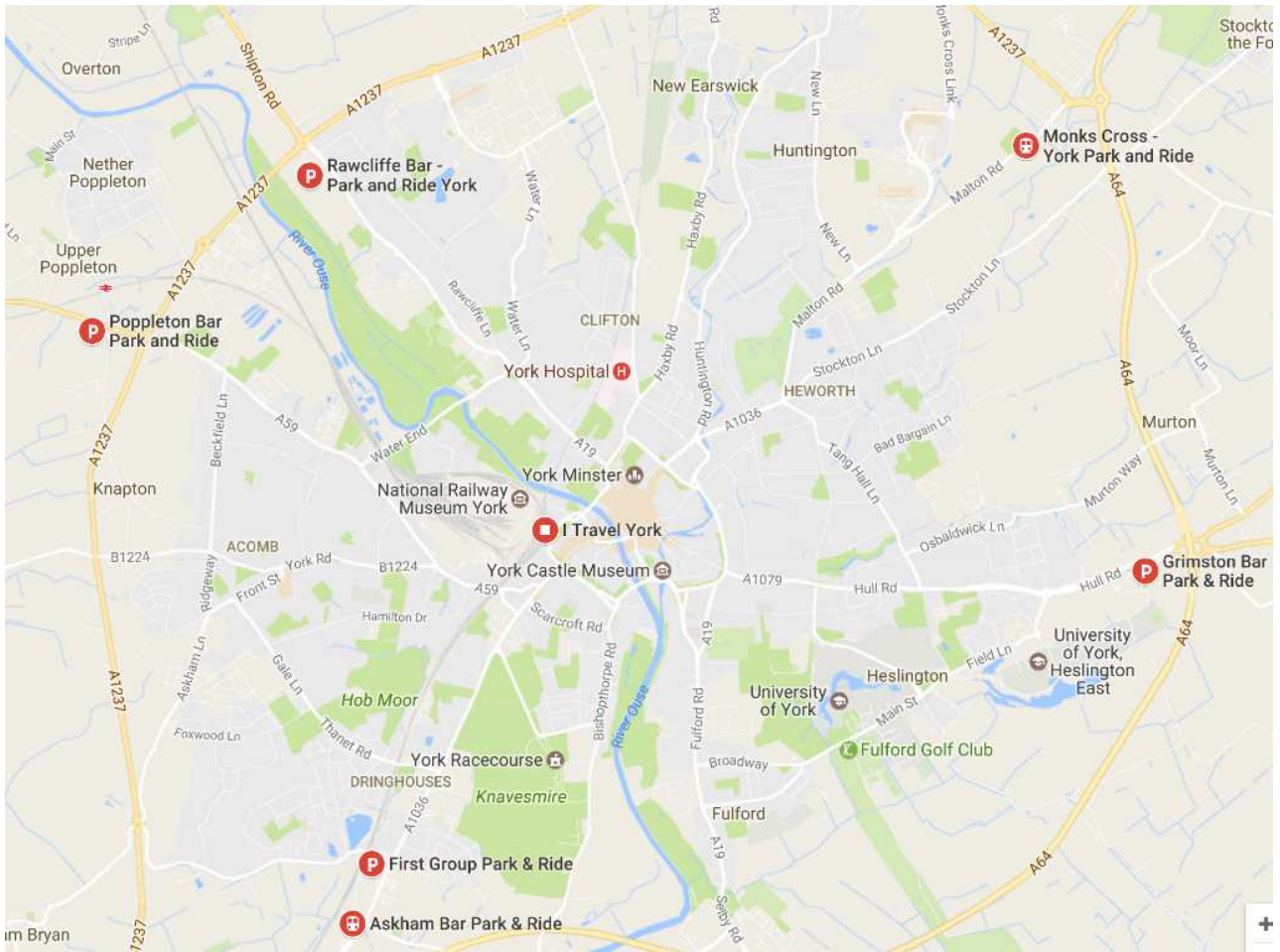
The York City Council and the Civil Enforcement Officers are responsible for the management and maintenance of on-street parking. Penalty Charge Notices are used for parking contraventions.

### 3.7.3 York Park and Ride

The city of York offers six park and ride sites, as shown in Figure 3—23 and described Table 3—66. In total, 3,970 spaces are provided at these sites, almost one and a half times as many spaces as are provided off-street in the city of York. Park and ride services operate between 07:00 and 20:00-21:00 from Monday to Saturday and from 09:30 to 18:00 on Sundays. All of the park and rides are closed at night (generally after 20:30) and 24hr parking is not permitted.

**Table 3—66: Park and Ride facilities in York**

Park and Ride Site	Parking spaces Provided	Notes
Askham Bar	100	Closes at 20:30 (18:30 Sundays)
Designer Outlet	600	Closes at 13:30
Grimston Bar	920	Closes at 20:30 (18:30 Sundays)
Monks Cross	750	Closes at 20:30 (18:30 Sundays)  Any person not using the bus or travelling by bicycle into York must pay a £5.00 parking charge before leaving the premises.
Poppleton Bar	600	Closes at 20:30 (18:30 Sundays)
Rawcliffe Bar	1,000	Closes at 20:30 (18:30 Sundays)
<b>Total</b>	<b>3,970</b>	



**Figure 3—23: Location of Park and Rides in York (Source: City of York Council)**

As summarised in Table 3—67, the standard park and ride return fare is £2.80 per person (payable to the bus driver, covering both parking and bus journey costs). Frequent passengers can save money by purchasing a bus smartcard (from the smart ticket kiosks at the Park & Rides), allowing them to save £0.30 a day. Weekly, monthly, and annual tickets are also available for purchase.

**Table 3—67: York Park and Ride Charges**

Product	Fare	Buy From	Format
Standard Return	£2.80	Bus Driver	Paper Ticket
Smart 5-day Carnet (Valid for 5 days' travel)	£12.50 (£2.50/ day)	Ticket Kiosk	York by Bus Smart Card
Concessionary Return	£1.00	Bus driver	Paper ticket
Smart Weekly	£11.20	Ticket kiosk	York by Bus Smartcard
Smart Monthly	£44	Ticket kiosk	York by Bus Smartcard
Smart Annual	£440	Ticket kiosk	York by Bus Smartcard

A maximum of two children aged under 16 are able to travel for free if accompanied by a full-fare paying adult. Up to four people travelling together after 9am on weekdays (or any time at weekends) can buy a First Group Day ticket for £7.60.

### **3.7.4 York Bicycle Parking Provision**

Cycle parking facilities are provided by the City Council throughout York. These are provided at what are considered key locations in the city, including major shopping areas, leisure, and education, transport centres and employment sites. Information on the exact numbers of cycle parking spaces, or their locations in the city, is not available. According to iTravel York there are approximately 1,000 cycle parking spaces are provided in York city centre, not including the 500 provided at York Railway Station.

The cycle spaces at York Railway Station are provided in a secure cycle storage facility, access to which is controlled by key fob. These key fobs are rented for £5 per week, or £15 per month, £30 per quarter, £60 per year.

Additionally, secure cycle lockers are available to hire (for a monthly price of £10, or £100 per year) at all park and ride sites. This is to encourage 'Park and Pedal' behaviour - getting people to park at a park and ride and undertake the last part of their journey into York by bicycle.

### **3.7.5 York Motorcycle Parking Provision**

Motorcycles and mopeds can park all day at designated motorcycle bays provided at the following on-street locations in York:

- Blossom Street
- Cumberland Street
- Dennis Street
- Piccadilly
- Tanner's Moat
- York Road

Motorcyclists are also allowed to park all day for free in any residents' parking bays marked out in white paint.

Many of the city's car parks also include designated motorcycle bays in which motorcyclists can park for free, these include:

- Bootham Row car park
- Esplanade car park
- Foss Bank car park
- Marygate car park
- Monk Bar car park

- Nunnery Lane car park
- Union Terrace car park

### 3.7.6 York Parking Signage and Customer Information

As per the City of York Council’s website, there are 20 variable message signs located outside the car parks in York. Research suggests that these VMS signs are no longer working and that the council is planning to replace them.

The City of York council website provides detailed information on both off-street and on-street parking provision and park and rides, this includes the locations and number of spaces, operating hours, and the charges applied. There is also information relating to the different controlled parking zones in the city. The website doesn’t provide any information on the number of on-street parking spaces and the location of cycle parking stands in the city. Sufficient information is provided for motorcycle parking.

### 3.7.7 York Parking Standards for Different Land Uses

Maximum car parking and minimum cycle parking standards apply in York. The local guidance indicates that car parking standards should be approached flexibly so that each development proposal is assessed on its merit. Lower parking provision than calculated from the standards may be appropriate, particularly in central locations where public transport provision is higher. York parking standards for a number of typical land uses is as set out in Table 3—68.

**Table 3—68: York Car Parking Standards Summary**

Type of Land Use	Car Parking Standards	Cycle Parking Standards
A1: Non-Food Retail	1 per 70 sqm	1 per 55 sqm
B1: Offices	1 per 45 sqm Urban fringe and Rural area 1 per 30 sqm	1 per 60 sqm
B2: General Industry	1 per 75 sqm	1 per 75
C3: Dwelling Houses + Flats	1 or 2 Bed 1 per dwelling 3 or more Bed 2 per dwelling	1 covered space per ½ bedroom dwelling 2 spaces per 3 bed dwelling or above

## 4 Comparison of Parking Provision and Management in Different Locations and Identification of Best Practices

### 4.1 Introduction

In order to determine typical and best practices for parking management, this section compares, under a number of headings, the parking regimes in place in each of the assessed locations. Consistent with the individual reviews of the comparison locations' parking regimes, the following areas are compared:

- Off-street public parking;
- On-street public parking;
- Park and ride schemes;
- Bicycle parking provision;
- Motorcycle parking provision;
- Parking signage and customer information;
- Parking standards for different land uses.

### 4.2 Comparison of Off-Street Public Parking Management

#### 4.2.1 Introduction

As set out in the sections below, when comparing off-street parking arrangements a number of different aspects have been considered, including levels of provision, parking charges, season tickets, payment methods and enforcement

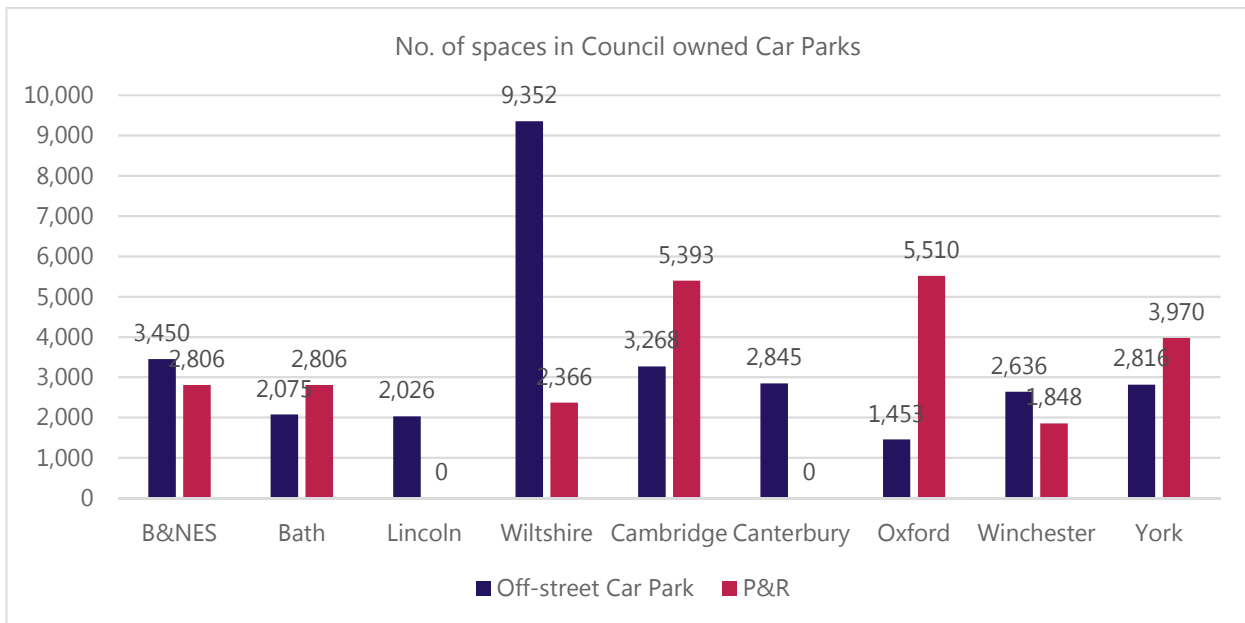
#### 4.2.2 Parking Provision

The overall public off-street parking supply in each of the comparison locations is as summarised in Table 4—1.

**Table 4—1: Comparison of Off-Street Public Parking Provisions**

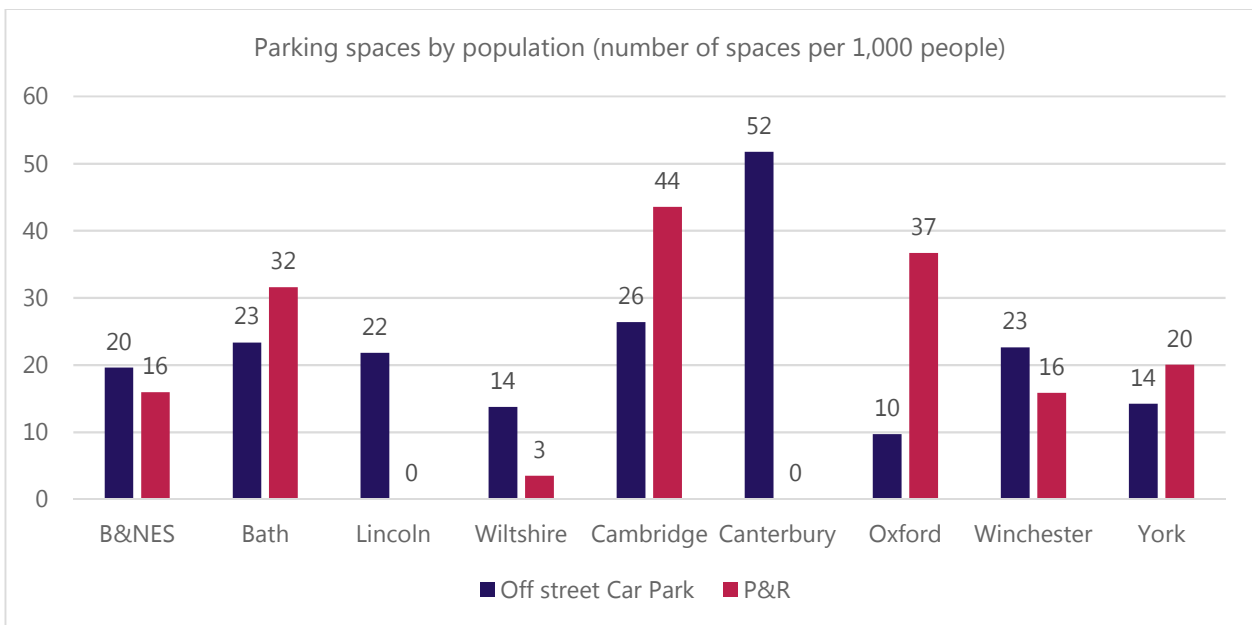
City	Population (2011)	No. of Council owned Car Parks	No. of parking spaces in Council owned Car Parks	No. of Privately Operated Publicly Available Car Parks	No. of parking spaces in Privately Operated Publicly Available Car Parks	No. of Park and Rides	No. of spaces in Park and Rides
B&NES	176,015	26	3,450	7	2,128	3	2,806
Bath	88,859	8	2,075	5	1,978	3	2,806
Lincoln	93,000	16	2,026	8	1,545	-	-
Wiltshire	680,137	79	9,352	-	-	5	2,366
Cambridge	123,900	9	3,268	3	2,022	5	5,393
Canterbury	55,000	27	2,845	-	-	-	-
Oxford	150,200	10	1,453	3	1,222	6	5,510
Winchester	116,600	13	2,636	-	-	4	1,848
York	198,051	14	2,816	4	517	6	3,970

In terms of the total numbers of spaces being provided, Wiltshire has many more than any of the other areas, followed by B&NES, Cambridge, Canterbury and then Bath (as illustrated in Figure 4—1). Given the different populations of the different locations, however, a direct comparison of parking numbers is not particularly meaningful.



**Figure 4—1: Comparison of the Numbers of Spaces Provided in Public Car Parks**

A better indication of the relative parking provision is a comparison of the number of parking spaces per 1,000 people. As shown in Figure 4—2, Canterbury appears to have the highest levels of off-street parking when considered against population, followed by Cambridge, Bath and Winchester. Canterbury’s high levels of off-street parking are linked to it not having any park and rides. Conversely, the comparison shows that Oxford has the lowest number of off-street car parking spaces per 1,000 people. This is likely to be because most of the parking demand, especially long-stay parking, is accommodated through park and ride sites located outside the city. The average off-street parking provision (not including park and rides) across all locations is approximately 23 spaces/1000 people, which Bath has achieved. B&NES has 20 spaces/1000 people, meaning it falls slightly below the average.



**Figure 4—2: Ratios of the Numbers of parking spaces per 1000 population**

Although the information on privately operated publicly available car parking spaces is not readily available for all the benchmark cities, the analysis shows that a number of cities rely on these spaces to help to accommodate their parking demands.

### 4.2.3 Parking Charges

Table 4—2 summarises the maximum and minimum parking fees being applied for both short and long-stay parking in each location. Cities often use parking tariffs to control and manage the parking demand, and this can be seen in the case of Cambridge, Oxford and York, and to some extent in B&NES and Bath where parking rates are set at higher levels than in the other comparison locations in order to manage the high parking demands in those areas.

**Table 4—2: Maximum and Minimum Off-Street Parking Charges for Car Parks in Comparison Locations**

		1hr	2hrs	3hrs	4hrs	5hrs	6hrs	7hrs	8hrs	Day
B&NES	Max	£5.40	£5.40	£5.40	£5.40	£7.40	£7.40	£9.90	£9.90	£12.50
	Min	£0.40	£0.40	£0.60	£0.80	£1.30	£1.30	£1.30	£1.30	£1.70
Bath	Max	£5.40	£5.40	£5.40	£5.40	£7.40	£7.40	£9.90	£9.90	£12.50
	Min	£1.60	£3.10	£4.30	£5.40	£6.40	£6.40	£8.50	£8.50	£8.50
Lincoln	Max	£2.20	£2.80	£4.50	£5.00	£7.50	£7.50	£7.50	£7.50	£10.10
	Min	£1.00	£2.00	£3.00	£3.00	£3.00	£3.00	£3.00	£3.00	£5.50
Wiltshire	Max	£1.40	£2.50	£4.20	£4.60	£5.50	£7.40	£7.40	£7.40	£7.40
	Min	£0.20	£1.00	£1.90	£2.30	£2.90	£4.80	£4.80	£4.80	£5.20
Cambridge	Max	£2.30	£4.60	£6.90	£10.20	£19.50	£25.00	£25.00	£25.00	£25.00
	Min	£1.00	£2.00	£3.00	£4.00	£5.00	£6.00	£7.00	£8.00	£8.00
Canterbury	Max	£1.80	£3.60	£5.40	£7.20	£9.00	£20.00	£20.00	£20.00	£21.00
	Min	£0.10	£0.10	£0.10	£0.80	£0.80	£3.10	£4.10	£5.10	£9.10
Oxford	Max	£3.50	£5.50	£7.50	£9.00	£14.00	£14.00	£21.00	£21.00	£25.00
	Min	£0.60	£1.00	£1.00	£1.50	£2.50	£2.50	£2.50	£2.50	£2.50
Winchester	Max	£1.10	£2.70	£3.50	£5.00	£15.00	£6.00			£7.00
	Min	£0.70	£0.90	£1.20	£3.50	£5.00				£6.00
York	Max	£4.20	£6.30	£8.40	£9.60	£12.00	£14.40	£16.80	£19.20	£12.00
	Min	£0.40	£0.80	£1.20	£4.00	£4.00	£4.00	£4.00	£4.00	£4.00

The difference between the maximum and minimum parking charges are often governed by the location of the car park. High parking charges are often used for car parks located within the city centre or close to the central area. On the other hand, parking charges outside the centre are found to be cheaper, which provides an incentive for a parking user. Councils often see cheap car parking facilities outside the centre as a potential way of discouraging the use of cars in the city centre. Park and rides for this reason are provided in major cities to push demand out of the centre.

The average off-street parking charges in each location are summarised in Table 4—3 and illustrated in Figure 4—3.

**Table 4—3: Average Off-Street Parking Charges in Comparison Locations**

Duration	B&NES	Bath	Lincoln	Wiltshire	Cambridge	Canterbury	Oxford	Winchester	York
1hr	£3.16	£4.06	£1.61	£0.76	£2.04	£1.44	£3.64	£2.01	£1.63
2hrs	£3.36	£4.29	£2.40	£1.59	£3.77	£2.75	£6.01	£4.50	£3.26
3hrs	£3.83	£4.87	£3.71	£2.82	£5.71	£4.06	£9.32	£6.11	£4.91
4hrs	£4.27	£5.40	£4.20	£3.09	£8.63	£5.57	£12.74	£7.96	£6.48
5hrs	£6.07	£6.78	£5.51	£3.96	£15.54	£6.95	£21.90	£14.54	£8.10
6hrs	£6.07	£6.78	£5.51	£5.80	£21.18	£11.75	£21.15	£14.54	£4.80
7hrs	£8.04	£9.04	£5.51	£5.80	£21.18	£12.81	£28.94	£14.54	£5.61
8hrs	£8.04	£9.04	£5.51	£5.80	£21.19	£13.87	£28.94	£14.54	£6.41
Day	£8.96	£10.04	£8.06	£6.11	£21.78	£18.18	£34.65	£14.54	£11.09



Oxford, Cambridge and Winchester on average charge much more for parking than the other locations examined. These locations also all increase prices significantly when the duration of stay increases from 4hrs to 5hrs. Compared to the other locations, average rates for Wiltshire are low, although this average could be biased by the number of smaller towns in Wiltshire which charge lower rates to attract visitors. B&NES and Bath have comparatively high average prices between 1-2hrs, moderate charges between 2 and 5 hours, and relatively low charges for stays of 5hrs or more. The high average prices between 1-2hrs within B&NES and Bath are caused, to some extent, by that fact that a high proportion of the parking is long-stay, with the minimum charge being for 4hrs (even if people are only staying for 1, 2 or 3 hours they have to pay the full amount for a 4hr stay). Even excluding this factor, however, the minimum charges of £1.60 for 1hr and £3.10 for 2hrs in place in Bath are high relative to the minimum charges elsewhere..

Daily parking rates vary quite significantly between cities, with average parking rates being as high as £34.65 (Oxford) to as low as £6.11 (Wiltshire), B&NES daily charges are comparatively low.

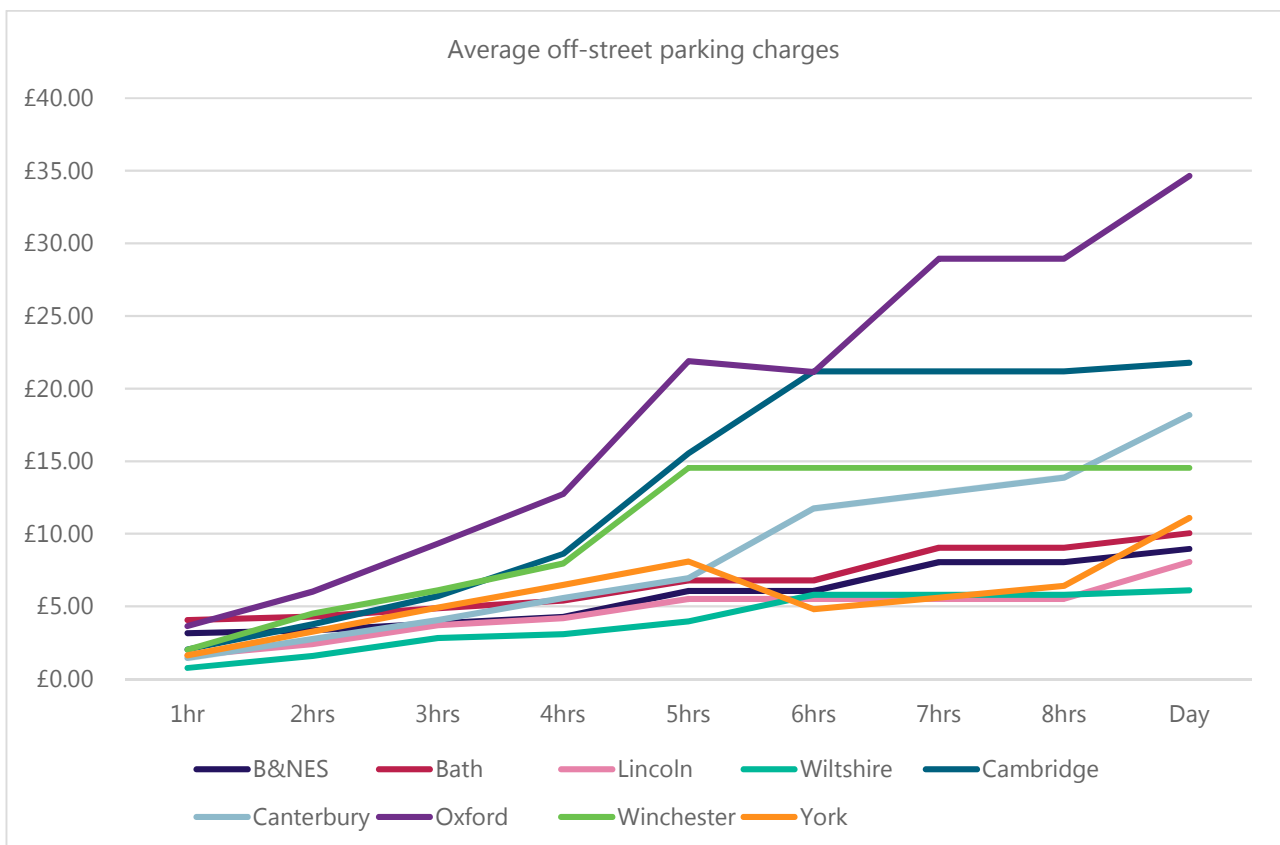


Figure 4—3: Comparison of Average Off-Street Car Parking Charges in Comparison Locations

The application of parking charges, in terms of the available tariffs, varies significantly both between and within the different locations examined, as shown in Table 4—4. Some areas apply an approach similar to Bath’s, with a relatively long minimum stay of 2hrs (including some car parks in Lincoln, Oxford and Winchester), 3hrs or 5hrs (Canterbury). In other areas, as little as 20-30mins is initially charged for (particularly in Cambridge, but also in York and Winchester). Subsequent parking charges are applied generally on an hourly or 2 hourly basis, though there is significant variation. Overall the analysis shows no consistency in the patterns of parking charges being applied, with the durations of tariffs being highly variable to suit local conditions.

Table 4—4: Off-Street Parking Charge Durations

		1hr	2hrs	3hrs	4hrs	5hrs	6hrs	7hrs	8hrs	9hrs	10hrs	11hrs	12hrs	Day	
<b>Lincoln</b>	General	[Pink bar]													
	Weekend Only	[Pink bar]													
<b>Wiltshire</b>	Short Stay	[Teal bar]													
	Long Stay	[Teal bar]		[Teal bar]		[Teal bar]		[Teal bar]		[Teal bar]		[Teal bar]			
<b>Cambridge</b>	Multi-storey	[Dark blue bar]		[Dark blue bar]		[Dark blue bar]		[Dark blue bar]		[Dark blue bar]					
	Surface – Short Stay	[Dark blue bar]													
	Surface – Long Stay	[Dark blue bar]		[Dark blue bar]		[Dark blue bar]		[Dark blue bar]		[Dark blue bar]		[Dark blue bar]			
<b>Canterbury</b>	Hourly Charged	[Light blue bar]	[Light blue bar]	[Light blue bar]	[Light blue bar]	[Light blue bar]	[Light blue bar]	[Light blue bar]	[Light blue bar]	[Light blue bar]	[Light blue bar]	[Light blue bar]	[Light blue bar]	[Light blue bar]	
	Victoria recreation	[Light blue bar]				[Light blue bar]		[Light blue bar]		[Light blue bar]		[Light blue bar]		[Light blue bar]	
	5hrs Min Charge	[Light blue bar]						[Light blue bar]							
	3hrs Min Charge	[Light blue bar]													
<b>Oxford</b>	City Centre	[Purple bar]	[Purple bar]	[Purple bar]	[Purple bar]	[Purple bar]		[Purple bar]		[Purple bar]					
	Suburban 1	[Purple bar]	[Purple bar]	[Purple bar]	[Purple bar]	[Purple bar]									
	Suburban 2	[Purple bar]			[Purple bar]	[Purple bar]	[Purple bar]								
	Public Parks (Low)	[Purple bar]	[Purple bar]			[Purple bar]									
	Public Parks (High)	[Purple bar]	[Purple bar]			[Purple bar]		[Purple bar]							
<b>Winchester</b>	City Centre 1	[Green bar]	[Green bar]	[Green bar]	[Green bar]										
	City Centre 2	[Green bar]	[Green bar]	[Green bar]	[Green bar]										
	Inner 1	[Green bar]	[Green bar]	[Green bar]	[Green bar]	[Green bar]									
	Inner 2	[Green bar]	[Green bar]	[Green bar]	[Green bar]		[Green bar]								
	Inner 3	[Green bar]		[Green bar]	[Green bar]	[Green bar]									
<b>York</b>	Bishopthorpe Road	[Orange bar]	[Orange bar]	[Orange bar]											
	East Parade	[Orange bar]	[Orange bar]	[Orange bar]											
	Rowntree Park	[Orange bar]	[Orange bar]	[Orange bar]	[Orange bar]										
	Foss Bank	[Orange bar]	[Orange bar]	[Orange bar]	[Orange bar]	[Orange bar]	[Orange bar]	[Orange bar]	[Orange bar]	[Orange bar]	[Orange bar]	[Orange bar]	[Orange bar]	[Orange bar]	
	Castle, Bootham Rw	[Orange bar]	[Orange bar]	[Orange bar]	[Orange bar]	[Orange bar]	[Orange bar]	[Orange bar]	[Orange bar]	[Orange bar]	[Orange bar]	[Orange bar]	[Orange bar]	[Orange bar]	
	All others	[Orange bar]	[Orange bar]	[Orange bar]	[Orange bar]	[Orange bar]	[Orange bar]								
<b>Bath</b>	Short Stay	[Red bar]	[Red bar]	[Red bar]											
	Short stay Claverton	[Red bar]	[Red bar]												
	Avon + Manvers St	[Red bar]		[Red bar]	[Red bar]	[Red bar]		[Red bar]		[Red bar]		[Red bar]		[Red bar]	
	Charlotte Street	[Red bar]				[Red bar]		[Red bar]				[Red bar]			
<b>Keynsham</b>	Civic Centre	[Dark blue bar]													
	Ashton Way	[Dark blue bar]		[Dark blue bar]											
	Ashton Way East	[Dark blue bar]		[Dark blue bar]	[Dark blue bar]										
	Others	[Dark blue bar]			[Dark blue bar]		[Dark blue bar]				[Dark blue bar]				

#### 4.2.4 Season Tickets

A season ticket commonly provides a range of benefits to users such as saving money on daily parking rates and removing the need to purchase parking tickets on a regular basis. The main drawback for season ticket holders in most of the comparison locations examined is that season tickets are generally tied to a specific car park, including in B&NES and Bath. This means that users do not have the flexibility to use the tickets to park at other car parks within the same cities, if desired.

Table 4—5 summarises the season ticket prices found in each comparison location. Not all locations offer season tickets for car parks; however, in most locations, monthly, quarterly and yearly season tickets can be purchased, offering users significant discounts over the course of a year in comparison with standard tariffs. Many locations, including Wiltshire, vary their season ticket pricing based on location. In order to discourage people from parking in the town centre, season tickets for those locations are charged at a 'premium' rate, and conversely season tickets for car parks outside of the centre are charged at significantly lower rates.

Cambridge offers season tickets which are targeted at more specific users. Season tickets in Cambridge vary from daytime tickets (Monday to Friday between the hours of 8am to 6pm, presumably to cater to regular commuters working in the city) to 24-hour access tickets for 5 or 7 days, to cater to the needs of residents.

Canterbury is the only city amongst the comparison locations that offers separate season tickets to residents and businesses, with a cheaper rate for the residents' permits than those for businesses. Business permit holders can, however, for a higher payment have parking spaces reserved for them.

A number of locations offer season ticket discounts depending on vehicle emissions or vehicle tax bands and/or the length of the vehicle itself. This system provides incentive for supporting and encouraging environmentally friendly vehicles.

**Table 4—5: Summary of Season Ticket Prices in Comparison Locations**

Location	Season Tickets			
	Monthly	Quarterly	Yearly	Other types
B&NES	Keynsham £18.00	Keynsham £55.00	Keynsham £216.00	Keynsham 6 months £105.00
Bath	(Mon-Fri) Max: £154.67 Min: £106.08 Average: £138.47  Charlotte St 7 days £123.75	(Mon-Fri) Max: £464 Min: £318.25 Average: £415.42  Charlotte St 7 days £371.25	(Mon-Fri) Max Standard: £1856.00 Min Standard: £1273.00 Min Standard: £1661.67  Charlotte St 7 days £1,485.00  <b>Reserved Space</b> Premium £2205.00 (Mon-Fri) £2520.00 (7 day)	6 months (Mon-Fri) Max Standard: £928.00 Min Standard: £636.50 Average Standard: £830.83  Charlotte St 7 days £742.50
Lincoln	Max: £96.00 Min: £74.00 Average: £81.33	-	Max: £1,112.00 Min: 875.50 Average: £954.33	-
Wiltshire	Max premium: £104.00 Min premium: £95.00 Average premium: £99.00  Max standard: £36.00 Min standard: £22.00 Average standard: £31.57	Max premium: £307.00 Min premium: £280.00 Average premium: £292.00  Max standard: £107.00 Min standard: £65.00 Average standard: £94.35	Max premium: £1,227.00 Min premium: £1,123.00 Average premium: £1,157.00  Max standard: £430.00 Min standard: £260.00 Average standard: £376.50	-
Cambridge	-	Daytime: £365.00 (1 car park) 24/5: £460.00 (1 car park) 24/7: £490.00 (Any) Night Owl: £187.50 (1 car park)	-	-
Canterbury		Business: £193.75 Residents: £143.75	Business: £775 or £843 (Reserved) Residents: Max: £440.63 (Unlimited) Min: £123.38 (Limited overnight)	
Oxford	£41.33 (park and rides)	£110.93 (park and rides)	£391.50 (park and rides)	Oxpen car park only 1 Day: £6.00 5 Day: £30.00
Winchester	-	Max: £400.00 Min: £75.00 Average: £285.00	Max: £1,472.00 Min: £275.00 Average: £938.20	-
York	£145.00	-	£1,095.00	Weekly: £60.00

#### 4.2.5 Payment Methods

The payment methods employed in off-street car parks are similar in each of the locations examined. Payments can be made by pay and display or pay on foot. Cash is accepted at all machines and some also accept credit/debit cards. Generally, payments can also be made by phone through a mobile application platform such as Verrus or RingGo. For other type of payments, such as parking permits and season tickets, the payments are made directly to the relevant councils.

Canterbury is running trials of ticketless parking at various off-street car parks in the city. The new system will integrate automatic number plate recognition sensors with car park entry and exit barriers. This will allow account holders to make payment automatically on exit from the car park.

#### **4.2.6 Enforcement**

The enforcement of off-street parking is generally the responsibility of the local council, as is the setting of tariffs, provision of lighting, and the general upkeep of the car parks. Penalty Charge Notices are issued in cases of parking contraventions.

## 4.3 Comparison of On-Street Public Parking Management

### 4.3.1 Introduction

The provision and enforcement of on-street parking plays a crucial role in providing access to activity centres, whilst enabling streets to function efficiently and ensuring the free flow of traffic. Moreover, good management can help the wider off-street parking system and encourage more sustainable urban mobility. The provision of on-street parking depends on a variety of factors including the availability of other parking, competition for right of way by other modes and the perceived ease of access to street front business.

### 4.3.2 On-Street Parking Provision

On-street parking is provided for both residents and non-residents in all of the comparison locations examined. Councils generally use Controlled Parking Zones (CPZ) to enforce parking restrictions on lengths of stay. Within these zones, parking is only permitted in designated parking bays. Both residents and businesses can obtain parking permits.

Public on-street parking generally tends to be short-stay and provided close to the city centre or in locations near shopping or commercial centres. However, in Cambridge, on-street parking is mainly found outside of the city centre, which probably intended to discourage drivers from parking in the centre.

Many cities, like York and Winchester, allow blue badge holders to park for free in designated disabled bays, in resident permit holder bays and in pay and display bays. Within B&NES, blue badge holders can park for free and without time limit in all pay and display spaces, and within permit parking zones. They can also park for up to 3 hours on single and double yellow lines where no loading ban applies.

### 4.3.3 Time Limits and Parking Charges

Table 4—6 shows the parking time restrictions applied in each of the different locations examined. Waiting time restrictions in the comparison locations are generally in place between either 8:00 and 18:00 or 8:00 and 18:30, Monday to Friday or Monday to Saturday (though there are significant variations on this). In the case of Cambridge and Oxford, the waiting time restrictions vary by location within the city and there is significant variation in the duration of stay allowed. The longest time observed for parking in a time restricted bay is 13 hours, at one particular location in York. A limit of one, two or four hours is more usual however, as is the case in B&NES and Bath. In almost all locations both free and charged for public on-street spaces are provided, the free spaces tending to be located more peripherally. Unlike the other locations, no parking charges are applied for any public on-street parking in Lincoln.

**Table 4—6: Summary of Identified Time Limited Waiting Restrictions in Comparison Locations**

<b>Location</b>	<b>Parking Restrictions</b>
<b>B&amp;NES</b>	30 minutes, No return within 1 hour (Mon-Sat 8am-6pm) 30 minutes, No return within 1 hour (Mon-Wed, Fri-Sat 8am-6pm) 1 hour, No return within 1 hour (Mon-Sat 8am-6pm) 1 hour, No return within 2 hours (Mon-Sat 8am-6pm) Disabled Badge Holders only Loading Only No Loading (Thurs 5 am-6pm) Resident Permit holders only
<b>Bath</b>	2 hours, No return within 1 hour, Mon-Sat 8am-7pm 4 hours, , No return within 2 hours Mon-Sat 8am-7pm Disabled Badge Holders only Permit holder [number of zone] only (Mon-Sat 8am-7pm) Permit holder [number of zone] or Pay at machine, Display ticket (Mon-Sat 8am-7pm) Resident Permit holder [number of zone] or pay and display 1 hour max stay (Mon-Sat 8am-7pm) Resident Permit holder [number of zone] or pay and display 2 hours max stay (Mon-Sat 8am-7pm) Resident Permit holder [number of zone] or 4 hours no return within 2 hours (Mon-Sat 8am-6pm)
<b>Lincoln</b>	30 minutes free with no return within 1 hour 1hr, no return within 2hrs 1hr, no return within 4hrs 2hrs, no return within 2hrs 2hrs, no return within 4hrs 3hrs, no return within 2hrs
<b>Wiltshire</b>	No waiting at any time No waiting Monday to Friday 10am to 12pm No waiting Monday to Friday 10am to 4pm No waiting Monday to Friday 8am to 6pm No waiting Monday to Saturday 9am to 12.30pm No waiting 8am to 6pm 30 minutes no return within 1 hour (Monday to Friday 8am to 6pm; Saturday 8am to 1pm) 30 minutes no return within 1 hour (Monday to Saturday 8am to 6pm) 1 hour no return within 2 hours (Monday to Saturday 8am to 6pm) 2 hours no return within 2 hours (Monday to Saturday 8am to 6pm) 2 hours no return within 3 hours (Monday to Friday 9am to 5pm)
<b>Cambridge</b>	No waiting Monday to Friday 8:30-9:30 20 minutes Monday to Saturday 9:00-17:00 30 minutes Monday Saturday 7:00-17:00 1 hour Monday to Saturday 9:00-17:00 1 hour Monday to Saturday 8:30-18:30 2 hours Monday to Saturday 9:00-17:00 2 hours Monday to Friday 9:30-17:00; Saturday 9:00-17:00 4 hours Monday to Saturday 9:00-17:00 8 hours Monday to Saturday 9:00-17:00
<b>Canterbury</b>	St George’s, St Augustine’s, St. Gregory’s, St Dunstan’s, St. Jacob’s and St.Martin’s parking zones: limited to 20 minutes within two hour zones. In addition, four-hour zones are also provided.
<b>Oxford</b>	Anyone can park in any of the CPZ without a need to a display a permit, but with observance of a time limit of 30 minutes to three hours
<b>Winchester</b>	Parking limited to 1 hour in the city centre, with two locations here permitting up to 2 hours.

	Outside of the city centre, the following limits: one hour (no return for two hours); two hours (no return for four hours); four hours (no return for eight hours); no limits.
<b>York</b>	Non-residential in residential zones, one hour only. Residential in residential zones, no time limitations. Other areas, three or 13 hours. Disabled parking in pedestrian zones limited to three hours.

Parking charge increments for on-street parking vary between and within the different locations examined, as shown in Table 4—8. Within Cambridge, for example, parking charge increments vary, depending on the parking area, from as little as 10mins, to up to 1 hour. With the exception of Canterbury, all locations charge for an initial length of stay of less than 1hr (typically 30mins). On-street parking is generally charged then on an hourly basis. Bath is unusual in the 2hour minimum tariffs in place at Henrietta Road and Royal Avenue, and the 4hour minimum tariff in place on Marlborough Lane.



Table 4—7 shows the average on-street parking charges for non-residents in the comparison locations. Where on-street charges are introduced, the tariffs take account of the availability of off-street parking and the desirability of reducing on-street parking to improve traffic management. The charges incurred for parking on-street are found to be cheaper than the off-street tariffs in most of the cities studied, apart from in York. The implication of this is that the demand for on-street parking in York is high, so the high parking charges have been carefully set to optimise turnover in an attempt to control the high demand.

The less expensive short-stay parking spaces found on-street are generally located close to shops or other facilities. Free parking is available in Winchester for a maximum of 30 minutes, which is ideal for those who are likely to require short-stay spaces.

Parking charge increments for on-street parking vary between and within the different locations examined, as shown in Table 4—8. Within Cambridge, for example, parking charge increments vary, depending on the parking area, from as little as 10mins, to up to 1 hour. With the exception of Canterbury, all locations charge for an initial length of stay of less than 1hr (typically 30mins). On-street parking is generally charged then on an hourly basis. Bath is unusual in the 2hour minimum tariffs in place at Henrietta Road and Royal Avenue, and the 4hour minimum tariff in place on Marlborough Lane.

**Table 4—7: Average On-Street Parking Charges in Comparison Locations**

City	Location and Maximum Stay	Charges							
		10mins	15mins	30mins	1hr	2hrs	3hrs	4hrs	8hrs
B&NES	On street free (other than in Bath) Time restrictions apply on some streets	-	-	-	-	-	-	-	-
Bath	Average of all On-street Locations (Total: 52 streets) Max stay								
	38% 1 hour	-	-	£1.46	£2.78	£3.38	£3.87	£4.83	£9.50
	19% 2 hours								
	33% 3 hours								
	8% 4 hours								
2% 10 hours									
Wiltshire	Salisbury: 1 hr	-	-	£0.50	£1.50	-	-	-	-
	Malmesbury: 2 hrs	-	-	-	£0.50	£1.30	-	-	-
Cambridge	Tennis Court – 2hrs	£0.50		£1.50	£3.00	£6.00	-	-	-
	Pound Hill – 2hrs	-	-	£0.50	£1.00	£1.50	£2.00	-	-
	Norfolk St – 2 hrs	-	-	£0.50	£1.00	£2.00	-	-	-
	Queens Rd - 4 hrs	-	£0.60	£1.20	£2.40	£4.80	£7.20	£9.60	-
	Trumpington and St Pauls Rd - 4 hrs	£0.20		£0.60	£1.20	£2.40	£3.60	£4.80	-
	Union Rd - 8 hrs	-	-	£0.50	£1.00	£2.00	£3.00	£4.00	£8.00
Canterbury	Blue zones - 2 hrs	-	-	-	£1.30	£2.60	£3.90	£5.20	-
	Green zone – 4 hrs								
Oxford	Broad Street 1 - hr	-	-	£1.50	£3.00	-	-	-	-
	Low – 2 hrs	-	-	£1.50	£2.50	£4.00	-	-	-
	High - 2 hrs	-	-	£1.50	£3.50	£5.00	-	-	-
	Low – 3 hrs	-	-	£1.50	£2.50		£4.00	-	-
	High - 3 hrs	-	-	£1.50	£3.00		£5.00	-	-
Winchester	Low - 1 hr	Free	Free	Free	£1.10	-	-	-	-
	High – 1 hr	Free	Free	Free	£1.30	-	-	-	-
	North Walls – 2hrs	Free	Free	Free	£1.30	£2.00	£2.70	-	-
York	ResPark Zone – 1hr	-	-	-	£0.80	-	-	-	-
	Micklegate – 2hrs	-	-	-	£0.60	£4.00	£6.00	-	-
	Other Areas – 2hrs	-	-	-	£2.10	£4.20	£6.30	-	-

**Table 4—8: On-Street Parking Charge Durations**

		1hr	2hrs	3hrs	4hrs	5hrs	6hrs	7hrs	8hrs	9hrs	10hrs	11hrs	12hrs	Day
<b>Lincoln</b>	General													
	Weekend Only Car Parks													
<b>Wiltshire</b>	Salisbury	█	█											
	Malmesbury	█	█	█										
<b>Cambridge</b>	Pound Hill	█	█	█										
	Norfolk Street	█	█	█	█									
	Queens Road	█	█	█	█	█								
	St Pauls + Trumpington Rd	█	█	█	█	█	█	█	█	█	█	█	█	█
<b>Canterbury</b>	Union Road	█	█	█	█	█	█	█	█	█	█	█	█	█
	Blue Zones	█	█	█										
<b>Oxford</b>	Green Zones	█	█	█	█									
	Broad Street	█	█	█										
	2hrs waiting restriction areas	█	█	█	█									
<b>Winchester</b>	3hrs waiting restriction areas	█	█	█	█	█								
	All except North Walls		█	█	█									
<b>York</b>	North Walls		█	█	█									
	ResPark Zones	█	█	█										
<b>Bath</b>	Others	█	█	█										
	1hr	█	█	█										
	2hrs	█	█	█	█									
	3hrs	█	█	█	█	█								
	Henrietta Rd, Royal Avenue	█	█	█	█	█	█	█	█	█	█	█	█	█
	Marlborough Lane	█	█	█	█	█	█	█	█	█	█	█	█	█
Royal Victoria Park			█	█	█									

The cost of resident and visitor permits in each of the comparison locations is summarised in Table 4—9. There is significant variation in price from £22 for the first permit purchased in Winchester, to £160 in Canterbury. A second permit in Bath is the most expensive permit of the comparison locations, at £160. In some locations, all resident permits are the same price, but in others the cost of permit varies by area, often significantly.

York applies variable pricing for permits based on the emissions of the vehicles involved, the lowest rates being under half of those being applied for the least sustainable vehicles. Other cities have discounts for vehicles based on the CO<sub>2</sub> emissions and the length of car, which help promote sustainability by encouraging the use of environmentally friendly cars.

Visitor parking permits for residents are usually available as a scratch cards or a standard permit.

**Table 4—9: Resident and Visitor Permit Rates in Comparison Locations**

City	Price of Permit	
	Residents (per year)	Visitors
B&NES	1st Keynsham permit: £40 for 12 months or £25.00 for 6 months 2nd Keynsham permit: £50 for 12 months or £30.00 for 6 months	Keynsham Paper Permits: £5 for 20 days(maximum 80 days per annum) Keynsham Electronic Hours: £5 for 200 hours(maximum 800 parking hours per annum)
Bath	1st Bath permit : £100 for 12 months or £60 for 6 months. 2nd Bath permit: £160 for 12 months or £90 for 6 months. (2nd Bath permit and visitors permits are not available for central zone)	Paper scratch Cards: £10 for 10 days (maximum 100 days per annum) Electronic Hours: £10 for 100 hours (maximum 1000 hours per annum)
Lincoln	First permit: £26.00 Further permits: £52.00	10 scratchcards for £17.00
Wiltshire ( <i>Salisbury and Bradford on Avon only</i> )	<i>Salisbury</i> Resident’s only: £40.00 Limited waiting residents’: £20.00 <i>Bradford on Avon</i> Limited waiting residents’: £90.00	<i>Salisbury</i> Daily visitor’s permit: £4.00 per book of 10 <i>Bradford on Avon</i> Daily visitor’s scratch cards: £4.00 per book of 10
Cambridge	Max: £81.00 Min: £52.00 Average: £65.33	£8.00 per permit
Canterbury	City Centre: £138.00 Two-hour zone: £83.00 Four-hour zone: £60.00	£4.00 per day
Oxford	£60.00	£20.00 per day
Winchester	First permit: £22.00 Further permits: £50.00	Visitor Scratch cards: £10 per set of 10
York	<i>Premium</i> 12 months: £130.00 9 months: £117.00 6 months: £78.00 3 months: £39.00 <i>Standard</i> 12 months: £96.00 9 months: £88.50 6 months: £59.00 3 months: £29.50 <i>Discounted</i> 12 months: £48.00 9 months: £44.25 6 months: £29.50 3 months: £14.75	£5.75 per book of 5 tickets

#### 4.3.4 Payment Methods

Payment of parking charges for non-residential on-street parking is generally via pay and display machines that accept cash only. Most councils also use payment platforms such as MiPermit or RingGo, which allow payment for parking to be made by phone, SMS or smartphone app, using a credit or debit card.

#### 4.3.5 Enforcement

Civil Enforcement for parking is in operation in all of the comparison locations examined. In Cambridge, parking enforcement is also undertaken by the Cambridgeshire Police. Parking fines for violations are issued in the form of penalty charge notices. On-street parking enforcement is generally managed by Civil Enforcement Officers.

#### 4.4 Comparison of Park and Ride Schemes

Table 4—10 shows the available park and ride facilities in each of the comparison locations examined.

**Table 4—10: Summary of Park and Ride Schemes in Comparison Locations**

City	No. of Park and Ride facilities	Service Operating Times and Frequencies	Bus charges	Parking charges	Notes
B&NES ( <i>Bath only</i> )	3	Services operate every day	£3.3 Weekday (return) £3 Weekend (return) £13.5 (10 single trips)	Free	
Lincoln	No park and ride facilities available				
Wiltshire ( <i>Salisbury only</i> )	5	No services operating on Sunday Bus services operate every 15mins	Single: £2.50 10 multi-trip: £12.00 60 multi-trip: £60.00 10 trip group: £16.00 60 trip group: £85.00	Free	
Cambridge	5	Services operate every day Bus services operate every 10-15mins	£3.00 return per day £8.50 group return per day £13.00 weekly	Up to 18 hours is £1 up to 24 hours is £10 up to 48 hours is £20 up to 72 hours is £30	
Canterbury	3	No services on Sunday at one of the park and rides Bus services operate every 8-15mins	Free	£3.00 per day for a car	Parking charge is £1 after 4pm and the maximum stay is 48 hours. There is also a park and ride discount card.
Oxford	6	Services operate every day Bus services operate every 10-30mins	£2.00 per day £10.00 weekly £30.20 monthly	Up to 11 hrs £2.00 11-24 hrs £4.00 24-48 hrs £12.00	Season tickets for 2 P&R £41.33 Monthly £110.93 Quarterly £391.50 Annual
Winchester	4	No services operating on Sunday Bus services operate every 12-15mins	Free	£3.00 per day	No charge on Sundays.
York	6	Services operate every day Bus services operate every 10-20mins	£2.80 return fare £12.50 5 days £11.20 Weekly £44.00 Monthly £440 Annual	Free £5.00 for drivers parked on site not using bus service	Overnight parking is not allowed.

Comparing Park and Ride charges to off-street parking rates in town centres, it is apparent that the option of parking at a Park and Ride site is significantly cheaper. Cities like Cambridge and Oxford which have a huge demand for parking, tend to charge for both parking at the Park and Ride site and for the bus services. The charges in place in these cities are still low (£4.00 for a day's stay), but are higher than charges at Park and Rides in the other locations examined.

In case of York, Park and Ride users pay to use the park and ride bus service, and parking is provided for free. A fee of £5.00 is charged for drivers parking their vehicles on site without using the bus services provided by the facility.

Bus charges for the Park and Ride sites are fairly consistent between the benchmarking cities, including Bath, and they are usually charged per day. In some cities, frequent users of the facilities can take advantage of cheaper multi-trip or season tickets. The option to buy season tickets to use Park and Rides is available in Oxford and York, and the rates charged are very similar.

The majority of the Park and Ride sites are secure and monitored by CCTV as well as having amenities for mobility impaired customers, and mother and child parking. Some of the sites offer a waiting room and toilets in addition to cycle shelters and electric vehicle charging points, but these facilities are not universally provided.

#### **4.5 Comparison of Bicycle Parking Provision**

The provision of cycle parking is a key component in helping to encourage people to cycle. In the absence of a formal cycle parking provision, cyclists often use railings and other fixed structures as a securing point for their bicycles. Cycle parking should be easy to locate and convenient to access. Table 4—11 describes cycle parking provision in each of the comparison locations.

Due to a lack of data on the numbers of cycle parking spaces being provided in different locations, a comparative analysis of cycle parking provision cannot be undertaken. There is evidence in most locations, however, that cycling is being encouraged through the provision of cycle parking. 'Park and Pedal Schemes' are found in Lincoln, Oxford, Winchester and York. These schemes encourage people to park at the park and rides and to undertake the last part of their journey by bicycle. To facilitate this, cycle lockers are provided at the park and ride sites (so bicycles can be left there overnight).

Cycle hubs, or large areas of enclosed secure cycling parking provision including hundreds of spaces, are found in Lincoln, Cambridge (2) and York. The Lincoln cycle hub also includes changing facilities and toilets for cyclists. Bath Spa Railway Station has a large number of spaces that are sheltered, however the quality of the cycle parking provision is not as high as at comparison locations such as Lincoln, Cambridge and York.

**Table 4—11: Bicycle Parking Provisions in Comparison Locations**

City	Location	No. of cycle bays	Type of Provision
B&NES	Keynsham Railway Station	14	Covered cycle park
	Elsewhere in B&NES	Unknown	Mainly uncovered Sheffield stands
Bath	Bath Spa Railway Station	140	Covered cycle park at rear and side of station
	University of Bath	>200	Covered secure cycle parks Bicycle lockers and stands
	Milsom Street	12	Car shaped Cycle Stand
	Queen Square	12	Car shaped Cycle Stand
	Westgate Buildings	12	Car shaped Cycle Stand
	Barton Street	12	Car shaped Cycle Stand
	Elsewhere in Bath	Unknown	Mainly uncovered Sheffield stands
Cambridge	Park Street	>200	Covered secure cycle parks
	Grand Arcade	>200	
	Park and ride sites	650 (between all)	Bicycle lockers and stands
Canterbury	North Lane	24	Sheltered Park
	Peter's Street/ St Peter's Place	24	Covered secure cycle park
	Elsewhere in Canterbury	unknown	Bicycle lockers and stands
Lincoln	Lincoln Station	196	Covered secure cycle parks
	Throughout Lincoln	Unknown	Sheffield stands
Oxford	Seacourt (park and ride)	40	Streetpods, covered and uncovered stands
	Redbridge (park and ride)	70	
	Oxford Station	758	Covered and uncovered stands
	Elsewhere in Oxford	Unknown	Mainly uncovered cycle stands
Winchester	Winchester	Unknown	Sheffield stands
York	City Centre	1000 approx.	
	York Railway Station	500 approx.	Covered secure cycle park
	York schools	Over 2500	

#### 4.6 Comparison of Motorcycle Parking Provision

Table 4—12 summarises parking provision for motorcycles in the comparison locations. Dedicated motorcycle parking is provided in all locations, though the nature of that provision varies. In most of the locations assessed, both on-street and off-street provision is made for motorcycles. Oxford, however, prohibits motorcycle parking in on-street parking bays, whereas the majority of motorcycle parking in Cambridge is on-street.

In general, where motorcycles park in dedicated spaces, no charges apply to them. However, if they park in general car parking spaces they must pay the standard car parking charging rates. Canterbury and Lincoln are the exceptions, and apply charges to motorcycle charging, even in dedicated bays.



**Table 4—12: Motorcycle Parking Provision in Comparison Locations**

City	No. of location with designated motorcycle bays	Charges	Notes
B&NES	2 on-street location 7 off-street public car parks	Free in dedicated bays	On-street bay in The Island Midsomer Norton On Street bay with anchor points Keynsham High Street Designated MC bays in Car parks in Keynsham, South Road Midsomer Norton
Bath	3 on-street locations 4 off-street public car parks 2 off-street private car parks	Free in dedicated bays	In addition to the on-street parking with anchor points, MC parking is permitted in any on street parking bay free of charge
Lincoln	4 off-street car parks	£2.20 all day	On-street parking bays not publicised
Wiltshire	Available in off and on- street parking bays	Free in dedicated bays	If a motorcyclist uses a bay for cars in a council-owned car park, normal fare must be paid.
Cambridge	10 on-street locations 3 off-street car parks	Free in dedicated bays	Provides location on map of on-street motorcycle parking
Canterbury	13 includes on-street and off-street	£1.40 to £1.60 per hour and £0.80 up to five hours in Cow Lane and Maynard Road	No. of bays not specified
Oxford	15 off-street car parks	Free in dedicated bays	Except for Gloucester Green car park. Parking is prohibited in on-street pay and display bays
Winchester	17 off-street car parks	Free in dedicated bays	Off-street only, no dedicated on-street parking bays although, residents on-street parking bays and some pay and display parking places allow motorcycles to be left
York	13 includes on-street and off-street	Free in dedicated bays	On-street and off-street parking available

Three of the locations examined apply motorcycle parking standards for new developments. In Wiltshire and Canterbury these standards require (generally) motorcycle parking provision equivalent to 5% of car parking spaces. In Oxford, the requirements are for 1 space per 1000sqm of development, except in the case of offices, where a standard of 1 space per 400sqm applies up to 2,000sqm, and 1 space per 1,000sqm thereafter.

#### 4.7 Comparison of Parking Signage and Customer Information

Sufficient guidance and information regarding parking spaces is important in order to make best use of the physical parking stock being provided. Table 4—13 details the signage provision for parking in each of the comparison locations.

**Table 4—13: Dynamic and Static Parking Signage in Comparison Locations**

City	Dynamic / Static or Both? (VMS Parking System)	Information
B&NES	Both	VMS used in Bath (4 free text VMS located outside city centre, 9 car park VMS within city centre)
Lincoln	Static	VMS are mainly used for speed control
Wiltshire	Both	Traffic VMS and bus information
Cambridge	Both	10 car park VMS
Canterbury	Both	6 car park VMS
Oxford	Both	Car park counters are located at Oxford's park and ride sites.
Winchester	Static	VMS and automatic number plate recognition cameras only used for traffic information and traffic monitoring. Bus time information displayed on screens.
York	Both	20 car park VMS 14 free text VMS

A variety of technologies can be put in place in order to aid motorists in finding available parking spaces, including Variable Message Signs (VMS), which provide users with up to date parking related data (such as occupancy information). VMS for parking are also installed in Bath, Cambridge, Canterbury, Oxford, and York. Static signage of some form is provided in all of the assessed locations to direct people to car parks, This signage is often limited/poor, however, as noted in the Lincoln car parking strategy in relation to the signage provision in that location.

The provision of public parking information on the relevant councils' websites is generally comprehensive, particularly for off-street car parks and park and ride sites. On-street parking information tends to be more limited, and many councils do not publicly advertise the exact boundaries and locations of their on-street parking spaces. In the case of Lincoln, this is intentional, in order to prevent abuse of the system. Motorcycle parking information is adequate, though the locations of motorcycle parking tend not to be clearly provided. Information relating to cycling parking tends to be poor, lacking relevant data on the locations, type and quantity of provision.

## 4.8 Comparison of Parking Standards for Different Land Uses

Maximum car parking standards and minimum cycle parking standards are in place in all but one of the comparison locations. Comparisons of the standards in each of the assessed locations for a number of typical land uses are set out in Table 4—14 and Table 4—15, for car parking and cycle parking respectively.

**Table 4—14: Selection of Maximum Car Parking Standards in Comparison Locations**

City	A1: Non-food Retail	B1: Offices	B2: General Industry	C3: Dwelling Houses and Flats
B&NES	Each case assessed on merit	Each case assessed on merit	Each case assessed on merit	<b>Minimum standard:</b> 1 space per dwelling. 2 spaces per two to three bed dwelling. 3 spaces per four bed dwelling and above. 0.2 space per dwelling for visitor parking
Bath	Bath City Centre Zone Zero provision Bath Outer Zone Up to: 100sqm: 2 spaces 200sqm: 3 spaces 300sqm: 4 spaces 500sqm: 5 spaces Over 500sqm: 1 space per 20sqm	Bath City Centre Zone 1 space per 400sqm Bath Outer Zone 1 space per 100sqm	Bath City Centre Zone Zero provision Bath Outer Zone 1 space per 50sqm	Bath City Centre Zone 0.5 space per dwelling Bath Outer Zone <b>Minimum standard:</b> 1 space per one bed dwelling. 2 spaces per two to three bed dwelling. 3 spaces per four bed dwelling and above. 0.2 space per dwelling for visitor parking
Lincoln	Proposals are considered on a case-by-case basis.			
Wiltshire	1 per 20 sqm (>100 sqm), 1 per 35 sqm (<1000 sqm)	1 per 30 sqm	1 per 30 sqm less than 235m, 1 per 200 sqm (min 8) above 235m	<4 beds: 2 per unit + 1 space per 5 units 5+ beds: 3 unit + 1 space per 5 units
Cambridge (inside CPZ)	Disabled parking only	1 space per 100 sqm GFA plus disabled parking	1 space per 100 sqm GFA plus disabled parking	Up to 2 bedrooms: 1 car parking space; 3 or more bedrooms, 2 car parking spaces
Cambridge (outside CPZ)	1 space for every 50 sqm GFA	1 space per 100 sqm GFA plus disabled parking	1 space per 100 sqm GFA plus disabled parking	Up to 2 bedrooms: 1 car parking space; 3 or more bedrooms, 2 car parking spaces
Canterbury	1 space per 25 sqm	Up to 500 sqm: 1 space per 20 sqm 500-2,500 sqm: 1 space per 25 sqm Over 2,500 sqm: 1 space per 30 sqm	Up to 200 sqm: 3 spaces Over 200 sqm: 1 space per 50 sqm	1-3 bedrooms: 1 space per dwelling 4+ bedrooms: 3 spaces per dwelling
Oxford	1 space per 50 sqm	1 space per 35 sqm or 1 space per 2 staff	1 space per 35 sqm up to 235 sqm; 1 space per 300 sqm thereafter	1 bedroom dwelling: 1/1.5 spaces 2/3 bedroom dwelling: 2/2.5 spaces 4+ bedroom dwelling: 3 spaces
Winchester (maximum)	1 space per 20 sqm covered areas	1 space per 30 sqm	1 space per 45 sqm	1 bedroom units: 1 space per unit 2-3 bedroom units: 2 spaces per unit 4+ bedroom units: 3 spaces per unit
Winchester (accessible)	1 spaces per 27 sqm covered areas	1 space per 100 sqm	1 space per 167 sqm	1 bedroom units: 0.5 spaces per unit 2-3 bedroom units: 1 space per unit 4+ bedroom units: 1.5 spaces per unit
York	1 per 70 sqm	1 space per 45 sqm GFA, rural fringe 1 per 30 sqm	1 space per 75 sqm	3/4 bedrooms: 2 spaces 1/2 bedrooms: 1 space

**Table 4—15: Selection of Minimum Cycle Parking Standards in Comparison Locations**

City	A1: Non-food Retail	B1: Offices	B2: General Industry	C3: Dwelling Houses and Flats
B&NES	1 stand per 200sqm	1 stand per 100sqm	1 stand per 300sqm	2 secure covered spaces per dwelling. Satisfied if garage or secure area is provided within curtilage of dwelling to minimum dimensions. If no garage or secure area provided 1 secure covered stand per dwelling in a communal area for residents plus 1 stand per 8 dwellings for visitors
Bath	1 stand per 200sqm	1 stand per 100sqm	1 stand per 300sqm	2 secure covered spaces per dwelling. Satisfied if garage or secure area is provided within curtilage of dwelling to minimum dimensions. If no garage or secure area provided 1 secure covered stand per dwelling in a communal area for residents plus 1 stand per 8 dwellings for visitors
Lincoln	Parking standards are considered on a case-by-case basis.			
Wiltshire	1 cover space per 10 employees + 1 visitor space per 15 car parking spaces	1 covered space per 10 employees + 1 visitor space per 10 visitor parking spaces. Or where the number of employees cannot be estimated, 4 covered spaces + 2 covered spaces for every 400m <sup>2</sup> over 1000m <sup>2</sup> GFA		1 covered space per bedroom for up to 3 bedrooms, 3 spaces for 4 bedrooms, 4 spaces for 5 bedrooms + 1 visitor space for every 20 bedrooms
Cambridge	1 space per 25 sqm GFA up to 1,500 sqm thereafter 1 per 75 sqm	1 space for every 30 sqm GFA, to include some visitor parking	1 space for every 40 sqm GFA, to include some visitor parking	<3 bedroom dwellings: 1 space 4 bedroom dwellings: 3 spaces 5 bedroom dwellings: 4 spaces Plus some visitor cycle parking, particularly for large developments
Canterbury	Up to 1,000 sqm: 1 per 200 sqm Up to 5,000 sqm: 1 per 400 sqm Over 5,000 sqm: 12 spaces minimum, additional spaces negotiable	1 space per 200 sqm, minimum of 2 spaces	1 space per 200 sqm, minimum of 2 spaces	1 space per bedroom (individual dwellings) 1 space per units (flats and maisonettes)
Oxford	1 space per 400m	1 space per 90 sqm; or 1 space per 5 staff TDAs, 1 space per 55m <sup>2</sup> TCAs, 1 space per 35m <sup>2</sup> plus visitor parking provision	1 space per 90 sqm up to 235 sqm; 1 space per 500 sqm thereafter; or 1 space per 5 staff	2 spaces per residential unit
Winchester (long-stay)	Greater of 1 space per 6 staff or 1 per 300 sqm GEA Customers: 1 space per 750 sqm GFA	1 stand per 150 sqm GEA	1 stand per 350 sqm GEA	1 bedroom: 1 space per unit 2-3 bedrooms: 2 space per unit > 4 bedrooms: 3 space per unit
Winchester (short-stay)	1 stand per 200 sqm GEA	1 stand per 500 sqm GEA	1 stand per 500 sqm GEA	
York	1 per 55 sqm	1 space per 60 sqm	1 space per 75 sqm	> 3 bedrooms: 2 spaces 1/2 bedrooms: 1 space

There are surprisingly big variations in parking standards between locations. Non-food retail (Class A1), for example, has a maximum car parking rate of 1 space per 25sqm in Canterbury, 1 space per 50sqm in Oxford and 1 space per 70sqm in York. Within Bath city centre there is zero provision associated with Non-food retail within the Bath Inner Zone. The variations are perhaps even more evident in the cycle parking standards, which vary by the levels of cycle parking being required, and also by the means of calculation. When considering A1 non-food retail, for example, Cambridge requires 1 space per 25sqm GFA, Wiltshire requires 1 covered space per 10 employees and 1 visitor parking space per 15 visitor car parking spaces, and Winchester requires separately calculated short-stay and long-stay spaces based on GEA areas and staff numbers.

Cambridge and York apply different maximum parking standards for different areas of the city, Controlled Parking zone/non-controlled parking zone in the case of Cambridge, accessible location/non-accessible location in the case of Winchester, with car parking standards being lower in accessible zones. Wiltshire apply a more nuanced method for reducing parking standards based on the accessibility of the location being assessed. This discounting process has two stages:

1. Assess the broad development location in terms of the spatial band in which it is located and apply a primary discount; and
2. Assess the actual site in terms of local accessibility to non-car modes of transport through the use of a questionnaire, and apply a secondary discount based on the resulting questionnaire score.



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