

# Residential Parking – Quantity and Quality

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## PPG3 : Housing (March 2000)

- 60. *Parking policies should be framed with good design in mind, recognising that car ownership varies with income, age, household type, and the type of housing and its location. They should not be expressed as “minimum standards”*
- 62. *Car parking standards that result, on average, in development with more than 1.5 off-street car parking spaces per dwelling are unlikely to reflect the Government’s emphasis on securing sustainable residential environments. Policies which would result in higher levels of off-street parking, especially in urban areas, should not be adopted*

# Better Streets, Better Places – 17<sup>th</sup> July 2003

Department for  
**Transport**

OFFICE OF THE  
DEPUTY PRIME MINISTER

Better Streets, Better Places  
Delivering Sustainable Residential Environments:  
**PPG3 and Highway Adoption**

**cabe** County Surveyors' Society Planning Officers Society

Produced in association with TRL Ltd  
and David Lock Associates

# Findings of Better Streets: Better Places

- Widespread misunderstanding of PPG3
  - Wrongly interpreted as a maximum of 1.5 spaces per dwelling
  - Wrongly believed to be an attempt to control car ownership
  - Not clear on some details, e.g. use of garages
  - Excess on-street parking affect amenity, safety and crime
  - **Must have early clarification of Policy**
  - **Must relate to location, accessibility, size and type of dwelling**
- More detailed policy guidance needed on car parking, based on up-to-date research.
- Publication of a Manual for Streets and the withdrawal of Design Bulletin 32 together with Places, Streets and Movements.
  - Project now running, to be completed November 2006

## Keith Hobbs Statement, 17<sup>th</sup> July 2003

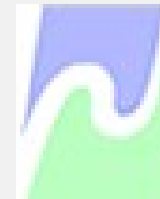
PPG3 advises that car parking standards that result , on average, in development with more than 1.5 off-street car parking spaces per dwelling are unlikely to reflect the Government's emphasis on securing sustainable residential environments. This does not mean the Government expects all dwellings in all new developments to have 1.5 parking spaces. The policy envisages an average over a local authority's area.

The Government accepts that parking needs vary.....

# Car Parking Standards and Sustainable Residential Environments

## Brief:

- Recommend levels of car parking across a wide range of housing mixes, types and locations whilst still delivering sustainable residential environments
- Provide advice on the different ways in which these varying car-parking levels may be accommodated without compromising policies on PPG3



# Study Approach

- Literature Review
- Workshops
- Case Studies
- Census Data (1991/2001)
- Framework
- Indicative Layouts

# Literature Review

Investigated relationships between residential parking provision and:

- *car ownership*
- *parking behaviour*
- *travel behaviour*
- *casualties*
- *crime and personal security*
- *public attitudes*
- *market value of housing*

## Gaps in Research

- most research based on opinion polls
- little mention of visitor parking
- no research on social impacts of restrictive parking
- little research on on-street parking and accidents
- little research on tenure and car ownership
- no research on garage, in-house storage and parking behaviour
- little evidence of relationship with PT provision

# Literature Review - Conclusions

## Car Ownership:

- independent of lifestyle
- highly variable, dependent on a number of factors
- increased even where demand already outstrips supply
- requires parking close to home
- dedicated spaces important
- demand relatively inelastic
- garages frequently used for storage
- visitor parking is important to residents

## Workshops – Key Factors

- Venues
  - London, Bristol, Leeds
- Development mix
  - no of bedrooms
  - type of unit
- Local context
  - city centre
  - urban
  - suburban
  - rural
- Type of parking
  - On plot or courtyard
- Access to public transport

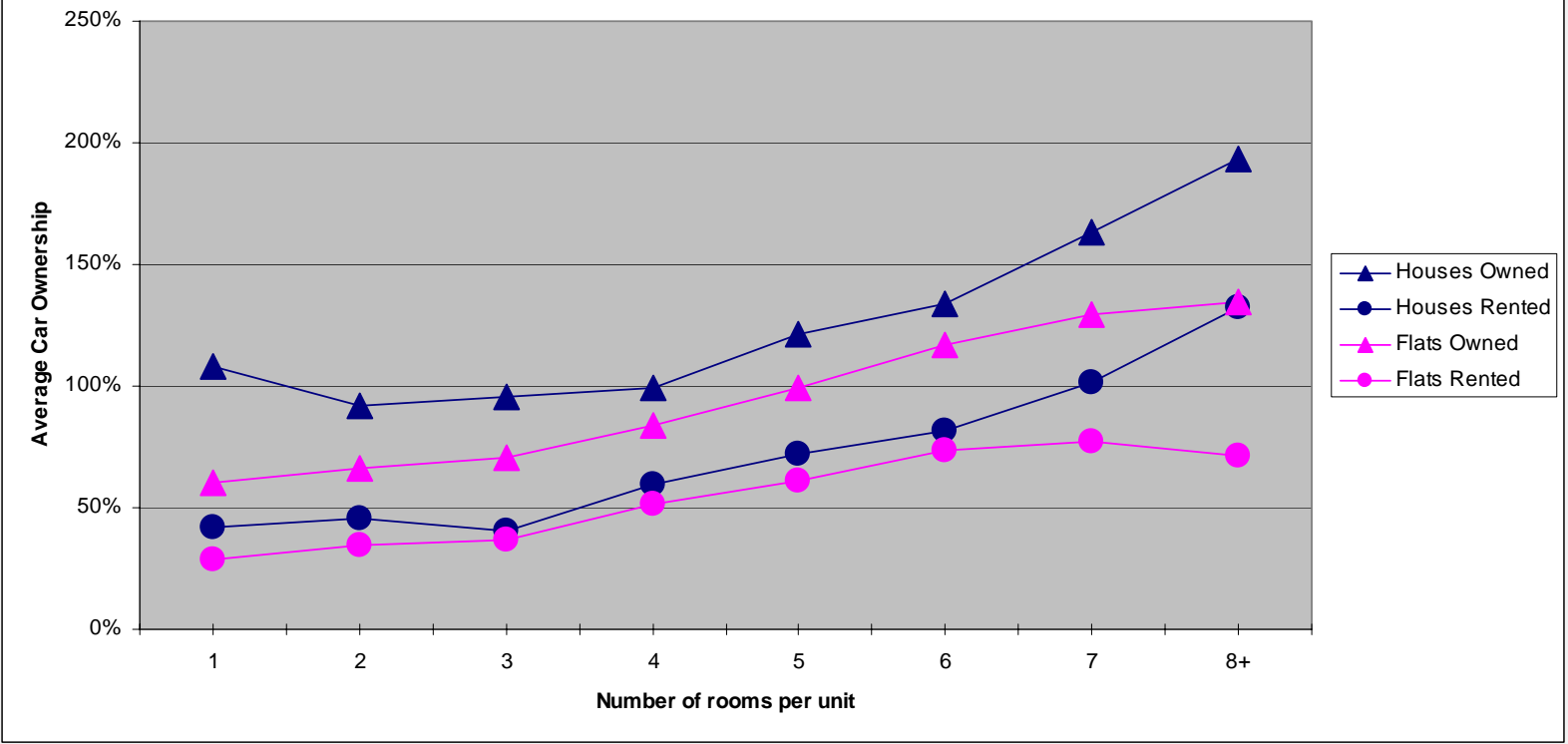
## Case Studies – Recent Developments

- 8 sites identified across the country
- 72% owner-occupied
- 30% flats
- 20% of households did not have cars
- Clear relationship between number of bedrooms and number of cars
- Clear relationship between tenure and car ownership
- Ownership increased from:  
Central to Urban to Suburban to Rural
- 50% of garage owners did not use it overnight
- 70% stated parking did not influence their move

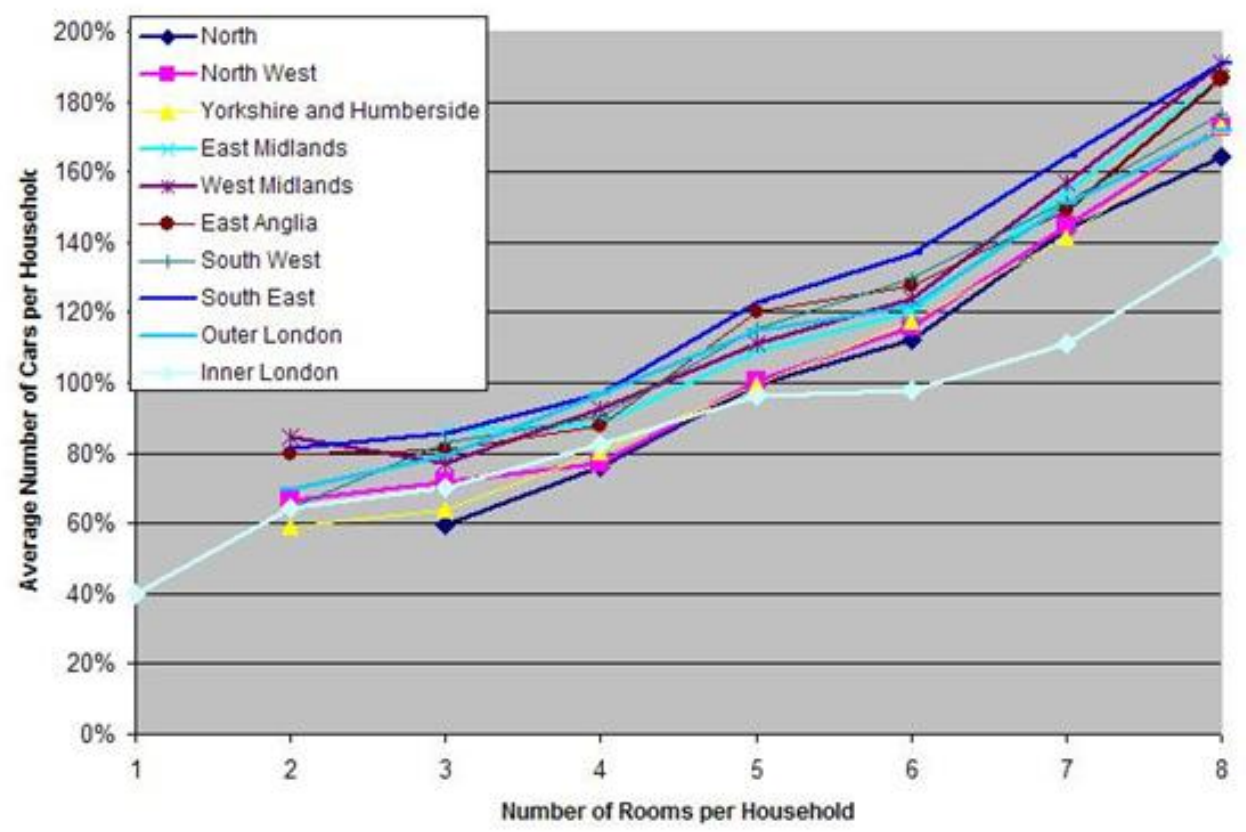
## Census data

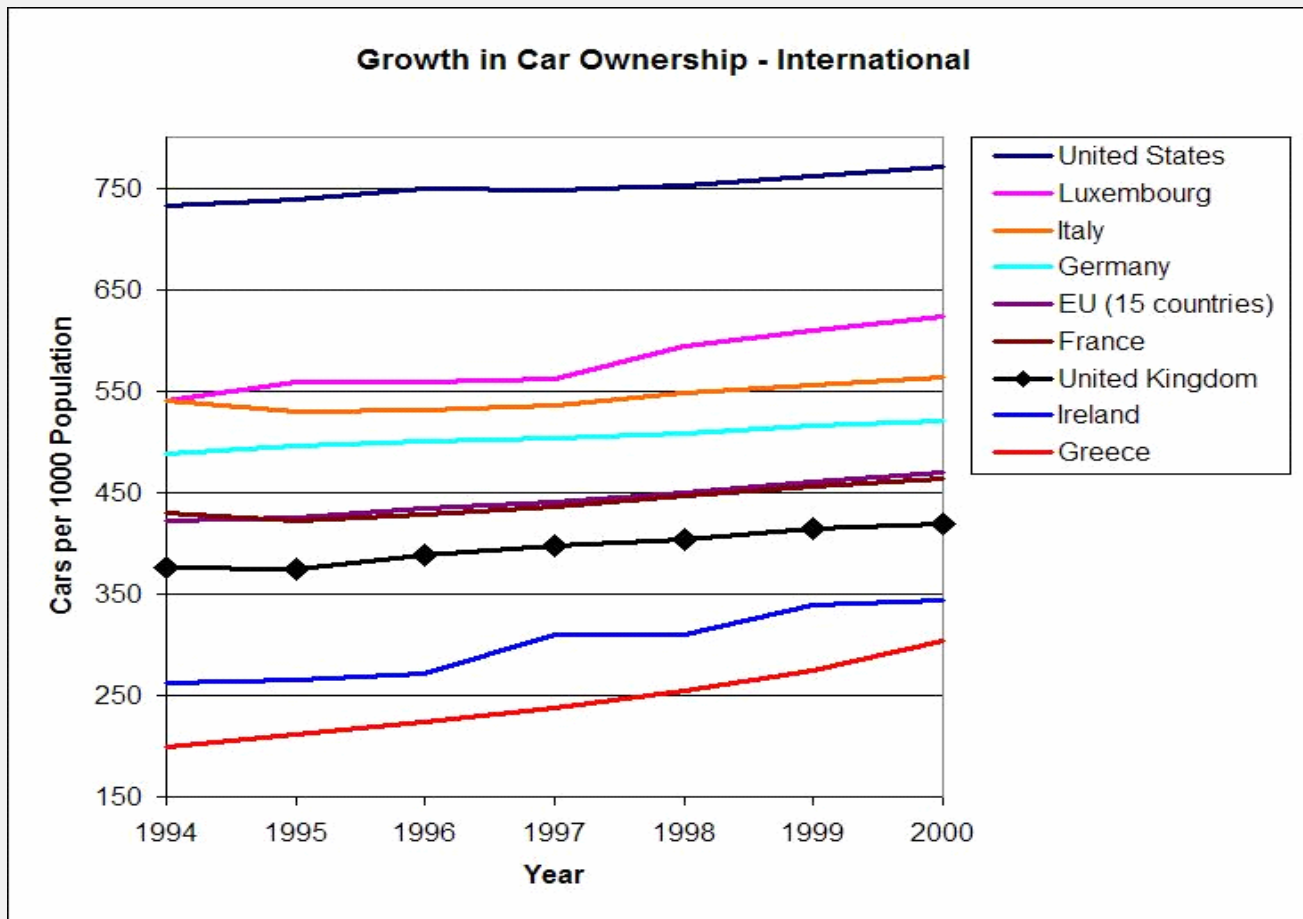
- Used to explore the actual relationship between car ownership and:
  - *size of dwelling (number of habitable rooms)*
  - *dwelling type (houses, flats)*
  - *location (city centre, urban, suburban, rural)*
  - *tenure (owned, not owned)*
- To better understand factors affecting demand and to develop more appropriate guidance for specific developments.

England Owned and Rented Houses and Flats



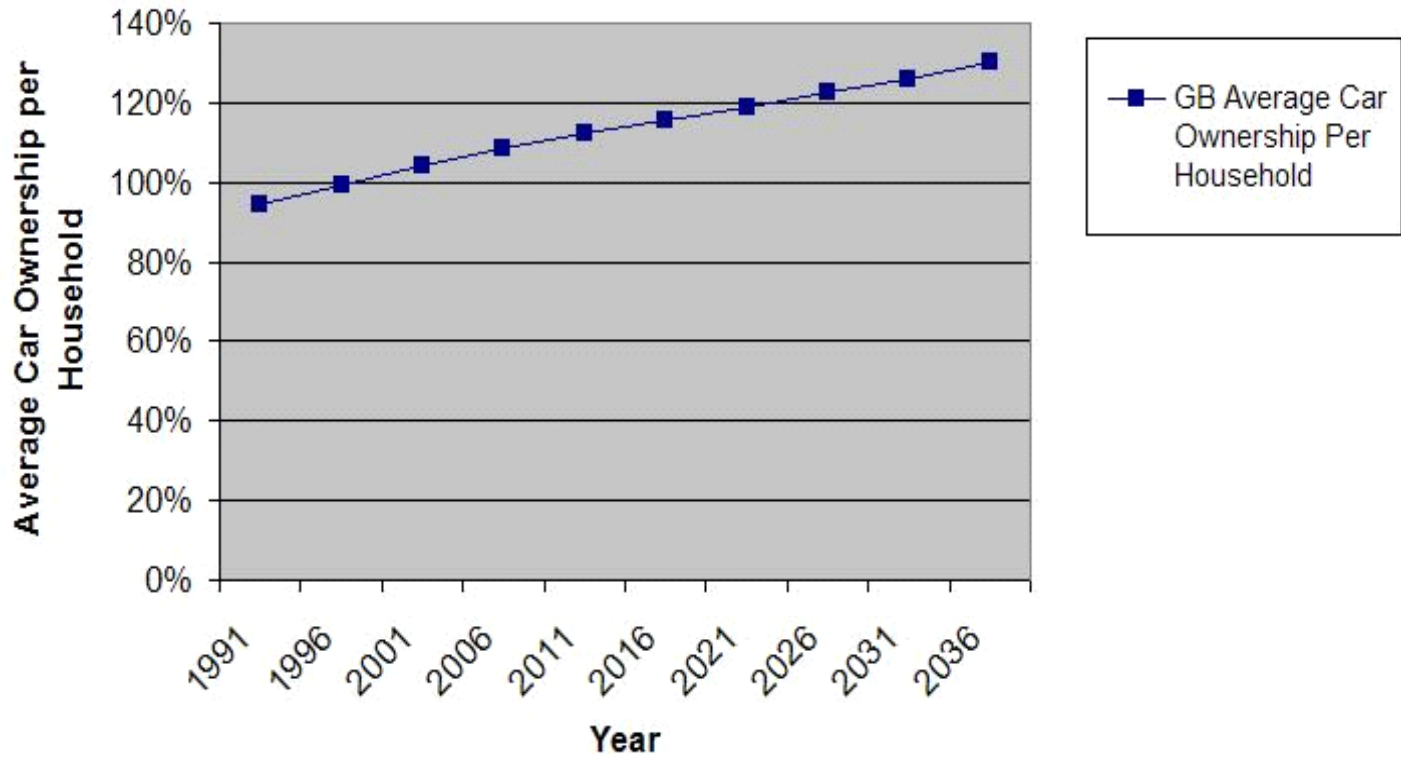
1991 Census Car Ownership by Number of Rooms - All Regions, Owned All Dwellings





(Source EU)

Tempo Forecast Growth in Average Car Ownership Per Household



## Allocated / Unallocated Spaces

- Allocated - within curtilage – garage/driveway
  - reserved in communal areas
- Unallocated - available for anyone else
- A development looks at overall averages
- But, individual dwellings vary
- If all spaces unallocated, no problem
- If some spaces allocated, additional spaces required

## Example

- Average car ownership for 5 room houses, 1.1 vehicles per dwelling:

*19% have no car*

*54% have 1 car*

*23% have 2 cars*

*4% have 3 or more cars*

- If all spaces were unallocated, demand would be

**1.1 spaces per dwelling**

- BUT, if each dwelling is allocated 1 space

Additional Demand

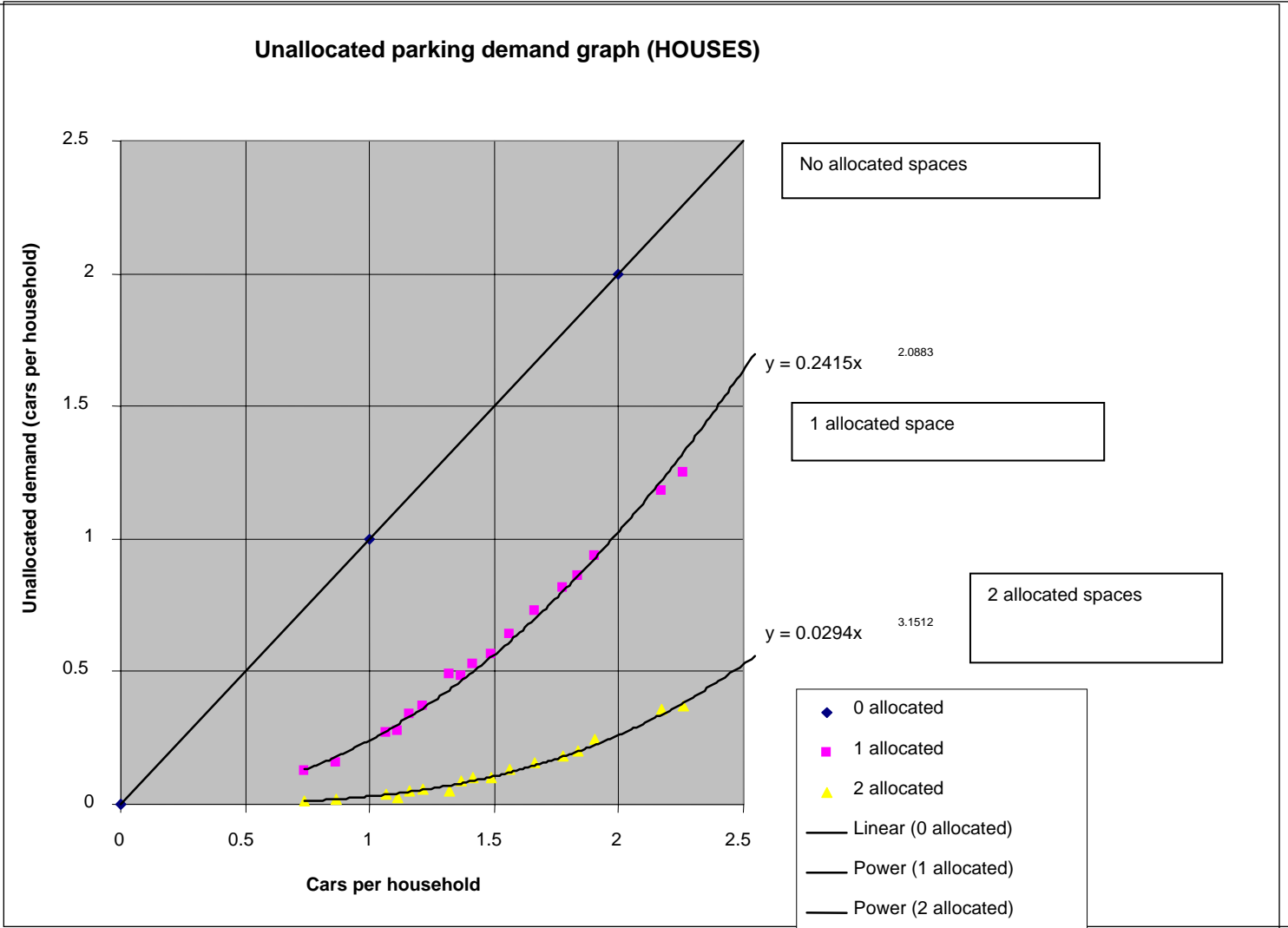
$$= (1 \times 0.23) + (2 \times 0.04) = 0.31 \text{ cars/dwelling}$$

Overall Demand

$$= 1 \text{ allocated} + 0.31 \text{ unallocated}$$

$$= \mathbf{\underline{1.31 \text{ spaces/dwelling}}}$$

# Unallocated Parking Demand Graph



# Visitor Parking

- Little existing research
- Jenks and Noble, Lower Early, Reading (1996):
  - *evenings and weekends visitor peaks*
  - *balanced to some extent by resident trips*
  - *no provision if greater than 50% parking unallocated*
  - *if less than 50% unallocated, add 0.2 spaces per dwelling*

# Summary

- Parking demand depends on several factors, principally
  - Dwelling size
  - Dwelling type
  - Location
  - Tenure
  - Allocation
  - Visitor parking
- New draft policy guidance about to be issued
- Include national matrix for assessing parking demand
- Further work envisaged - develop detailed methodology to derive local standards