

Parking Provision

Policy TI/3: Parking Provision

1. Car parking provision should be provided through a design-led approach in accordance with the indicative standards set out in Figure 11. Cycle parking should be provided to at least the minimum standards set out in Figure 11.
2. Car parking provision will take into consideration the site location, type and mix of uses, car ownership levels, availability of local services, facilities and public transport, and highway and user safety issues, as well as ensuring appropriate parking for people with impaired mobility.¹
3. The Council will encourage innovative solutions to car parking, including shared spaces where the location and patterns of use permit, and incorporation of measures such as car clubs and electric charging points.
4. Residential garages will only be counted towards car and cycle parking provision where they meet a minimum size requirement.²
5. All parking provision must be provided in a manner that accords with Policy HQ/1 and the developer must provide clear justification for the level and type of parking proposed in the Design and Access Statement and/or Travel Plan.

¹ Minimum levels of car parking for people with impaired mobility will be required in accordance with national guidance. Detailed advice on the provision and design of parking for disabled car users can be found in Traffic Advisory Leaflet 5/95 (Department for Transport (DfT)), *Inclusive Mobility: A Guide to Best Practice on Access to Pedestrians and Transport Infrastructure*, (DfT, 2005) and *BS 8300: Design of buildings and their approaches to meet the needs of disabled people Code of practice* (British Standards Institute, 2009).

² Minimum size of residential garage (or car port) should be 3.3m x 6m for a car, with an additional 1m at the end and/or 650-750mm at the side of a garage to park cycles.

10.21 South Cambridgeshire is a mainly rural district and many remoter areas are quite isolated with limited public transport, therefore the car has a role in improving access to local services and facilities. At the same time, nearly all of South Cambridgeshire is within reasonable cycling distance of a market town or Cambridge. Car and cycle parking can be used as part of a comprehensive approach to encouraging use of more sustainable modes of travel, whilst recognising that car ownership levels are expected to continue rising until 2021.