

THE RESIDENTIAL PARKING DEBATE

Real People, Real Places,
Real Opportunities ... REALITY



Bob White, Kent Highway Services &

KentDesign
a guide to sustainable development

INSTITUTE OF HIGHWAY ENGINEERS

28th Jan 2010



Eradicating bad design by
empowering those who can make
a real difference to people's lives



**Parking is the
biggest single
issue of concern
to the residents of
recently
constructed
developments**



Over half of the sites surveyed have received a negative rating for parking

Nearly two thirds are considered to have parking problems

Parking problems often cause neighbour disputes

HOW IS IT FOR YOU?



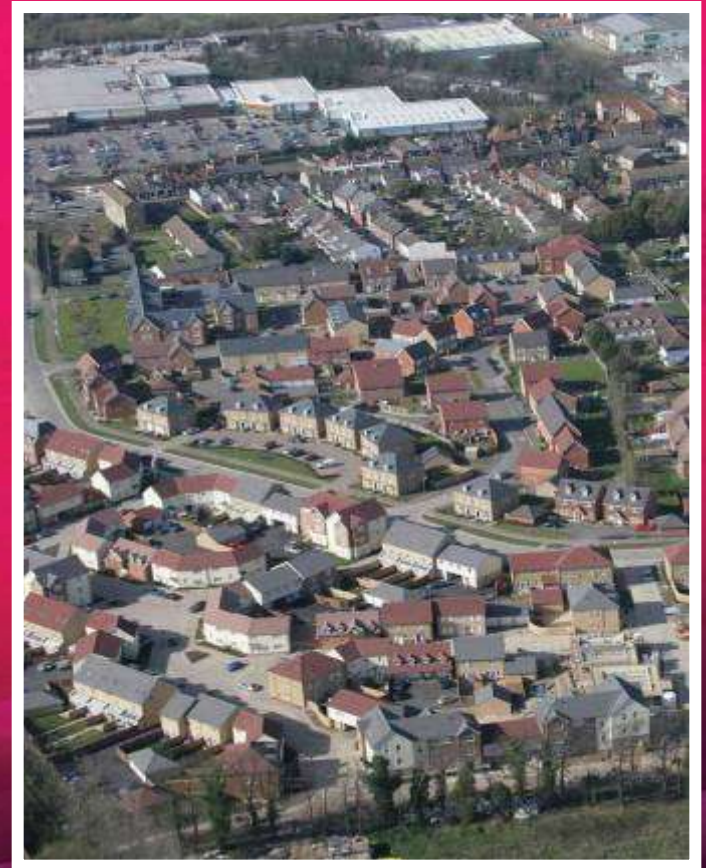


“I find it difficult to believe that any skilled professionals were involved in the planning and design of this estate”

Does PPS3 hold the answer?

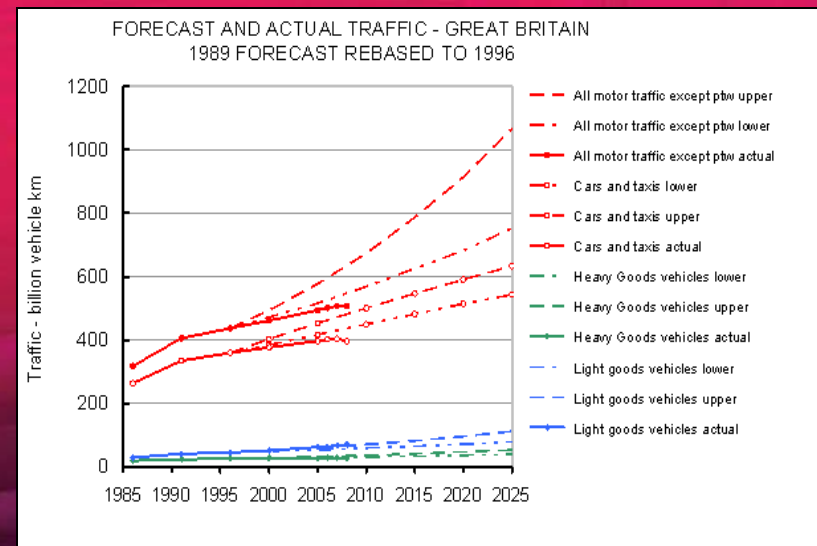
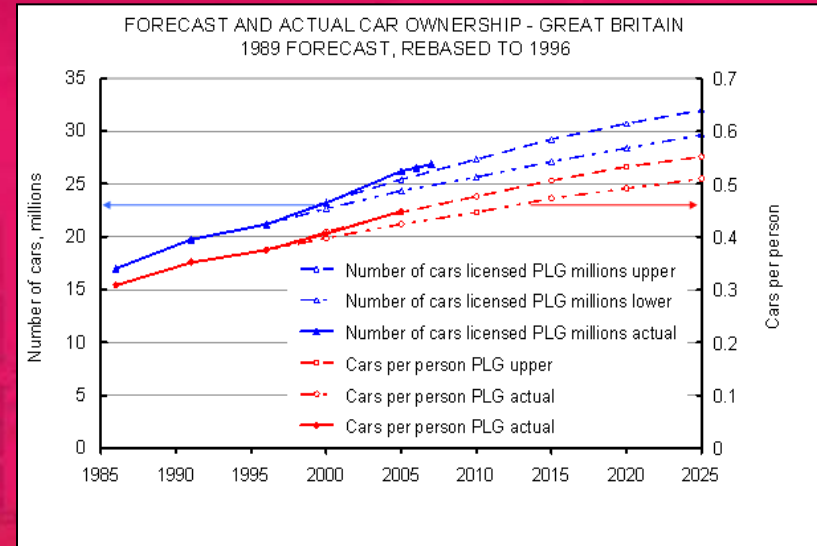
Local Planning Authorities should, with stakeholders and communities, develop residential parking policies for their areas, taking account of expected levels of car ownership, the importance of promoting good design and the need to use land efficiently.

(Section 51, PPS3)



“It is not Government policy to reduce car ownership in the coming years ... Cars are a desirable part of people’s everyday lives ...”

(From Section 1 of a letter from Communities and Local Government and the Department for Transport dated 20 October 2009)



South East Plan

i Adopt restraint-based maximum levels of parking provision for non-residential developments, linked to an integrated programme of public transport and accessibility

Improvements

v Apply guidance set out in PPG3 on residential parking standards, reflecting local circumstances



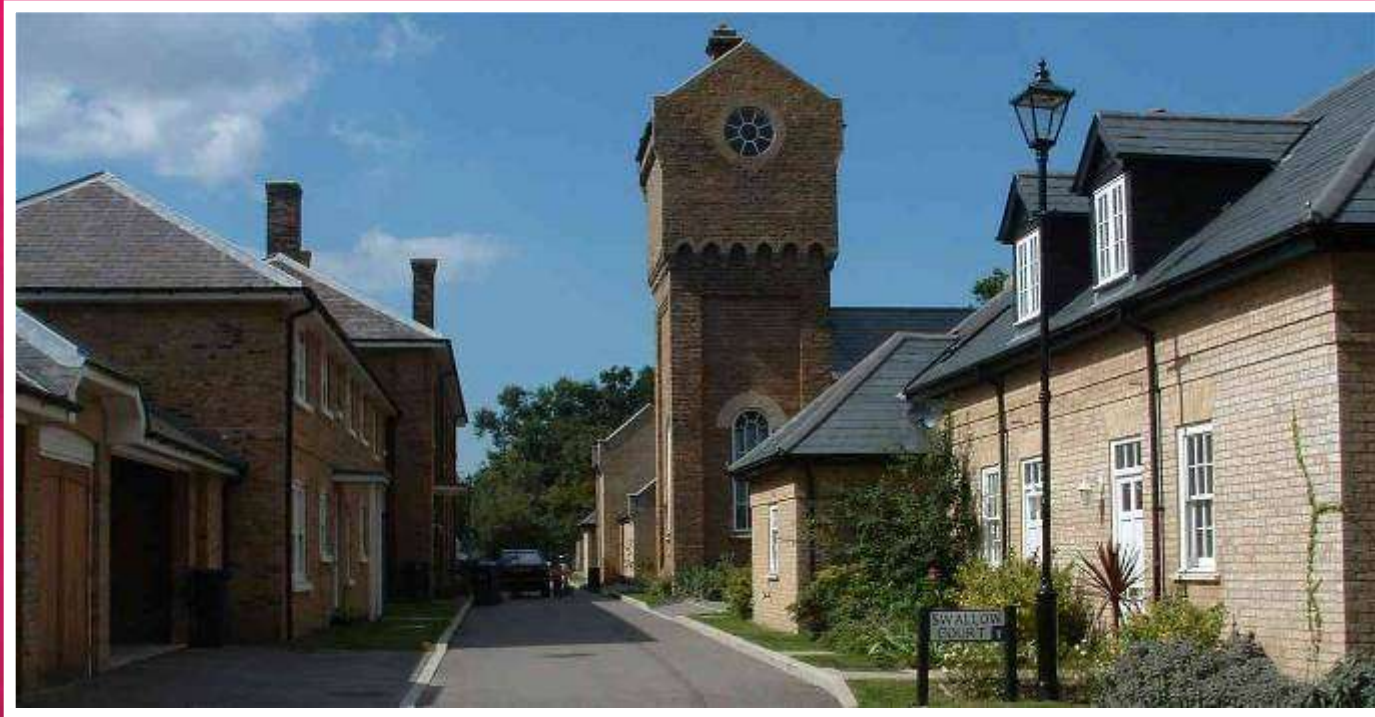
WHAT'S WRONG WITH MINIMUM STANDARDS FOR RESIDENTIAL?

Key Issues

- **GARAGES** – will they be used?
- **CONVENIENCE** – location and layout
- **VISITORS** – how many, when, and where?
- **VANS** – who can stop them?
- **AMOUNT** – how can we determine “expected levels”?
- **(NON-)ALLOCATION** – what will people accept?
- **THE POLITICAL DIMENSION** – there’s an election coming up!
- **MAXIMUM/’TARGET’/MINIMUM** – Pandora’s Box or realism?



And what is “good design”?



*“Kent will be a county ... where housing needs are met and decent, high quality homes help create **attractive, safe and friendly** communities.”*

(Page 4, The Vision for Kent (V4K))

Residential Surveys



- 10.5K+ questionnaires;
- 38%+ response rate;
- Over 180 recent developments, in all 12 of Kent's districts;
- Wide ranging street quality and parking information;
- Basis for new Key Performance Indicator.

Evidence

KENT HIGHWAY SERVICES RESIDENTS' SURVEYS PARKING & VISION FOR KENT RATINGS

DISTRICT	PARKING (P)	VISION FOR KENT (V4K)			V4K	V4K +P
		SAFETY	ATTRACT-IVENESS	FRIEND-LINESS		
ASHFORD						
Alderney Way	-8%	+46%	+15%	+62%	+41%	+29%
Blue Field	-73%	-45%	*	-27%	*	*
Brisley Court	-73%	-45%	+50%	+64%	+23%	+1%
Gravelly Field (part)	-26%	+5%	+47%	+37%	+30%	+16%
Highland Park (part)	-76%	+5%	+48%	+16%	+23%	-2%
Hurst Road (N)	-42%	-42%	-42%	-11%	-32%	-34%
Mill Court	-26%	+34%	+46%	+43%	+41%	+24%
Miller Close	+50%	+20%	+50%	+70%	+47%	+48%
Orestone View	-57%	-19%	-14%	+29%	-2%	-15%
Sir John Fogge Avenue	-43%	+13%	+13%	+26%	+17%	+2%
West of Charing	+58%	+75%	+83%	+83%	+81%	+75%
CANTERBURY						
Aurelie Way	+15%	+85%	+85%	+69%	+80%	+64%
Barnes Way (part)	-40%	+44%	+60%	+56%	+53%	+30%
Barton Mill	+13%	+59%	+59%	+47%	+55%	+45%
Bingley Court	-12%	+24%	+40%	+12%	+25%	+16%
Blackberry Way	+60%	+85%	+85%	+80%	+83%	+78%
Canterbury Fields	+15%	+73%	+85%	+55%	+71%	+57%
Charollais Close	+17%	+33%	+25%	+42%	+33%	+29%
Chartham Heights (SE)	+14%	+64%	+79%	+79%	+74%	+59%
Chartham Heights (V Core)	+12%	+46%	+50%	+44%	+47%	+38%
Cordingham Close	0%	0%	-11%	-44%	-4%	-14%
Dextor Close	-13%	+38%	-13%	0%	+8%	+3%
Eider Close	-18%	+82%	+100%	+100%	+94%	+66%
Eversleigh Rise	+16%	+31%	+53%	+72%	+52%	+43%
Gilbert Way	+10%	+24%	+57%	+29%	+37%	+30%
Great Stour Place	+18%	+82%	+45%	+18%	+48%	+41%
Mallard Cl/Muscovy Way	+60%	+80%	+93%	+69%	+80%	+75%
Pochard Crescent	-13%	+43%	+60%	+53%	+52%	+36%
Quinneys Place	-50%	+38%	0%	+13%	+17%	0%
Ruskins View	-22%	+67%	+89%	+56%	+70%	+47%
Scott Ave & Birch Rd	+45%	+50%	+55%	+41%	+49%	+48%
Speedwell Road	+56%	+70%	+33%	+81%	+62%	+60%
Walden Court	+31%	+46%	+77%	+31%	+51%	+46%
Wallis Court	-63%	-25%	+25%	+38%	+13%	-6%
West of Hersden	-21%	+32%	+34%	+47%	+37%	+23%
Willow Farm Way	+9%	+42%	+55%	+33%	+43%	+35%
DARTFORD						
Bexley Park (part)	-21%	+34%	+39%	+55%	+43%	+27%
Lightermans Way +2, I.P.	-46%	+54%	+50%	+50%	+56%	+31%
Palladian Circus	-29%	+52%	+90%	+67%	+70%	+45%
Stonechat Mews, WP2	-67%	+78%	+100%	+67%	+81%	+44%
The Bridge (part)	-68%	+40%	+64%	+32%	+45%	+17%
Waterstone Park 1	-39%	+20%	+48%	+20%	+29%	+12%
Waterstone Park 3						
DOVER						
Gardners Close	+32%	+45%	+82%	+77%	+68%	+59%
Miller Close	+54%	+54%	+100%	+77%	+77%	+71%
North Barracks (part)	-65%	+8%	+38%	+53%	+33%	+8%
Sandwich Road	-44%	+31%	+78%	+47%	+52%	+28%

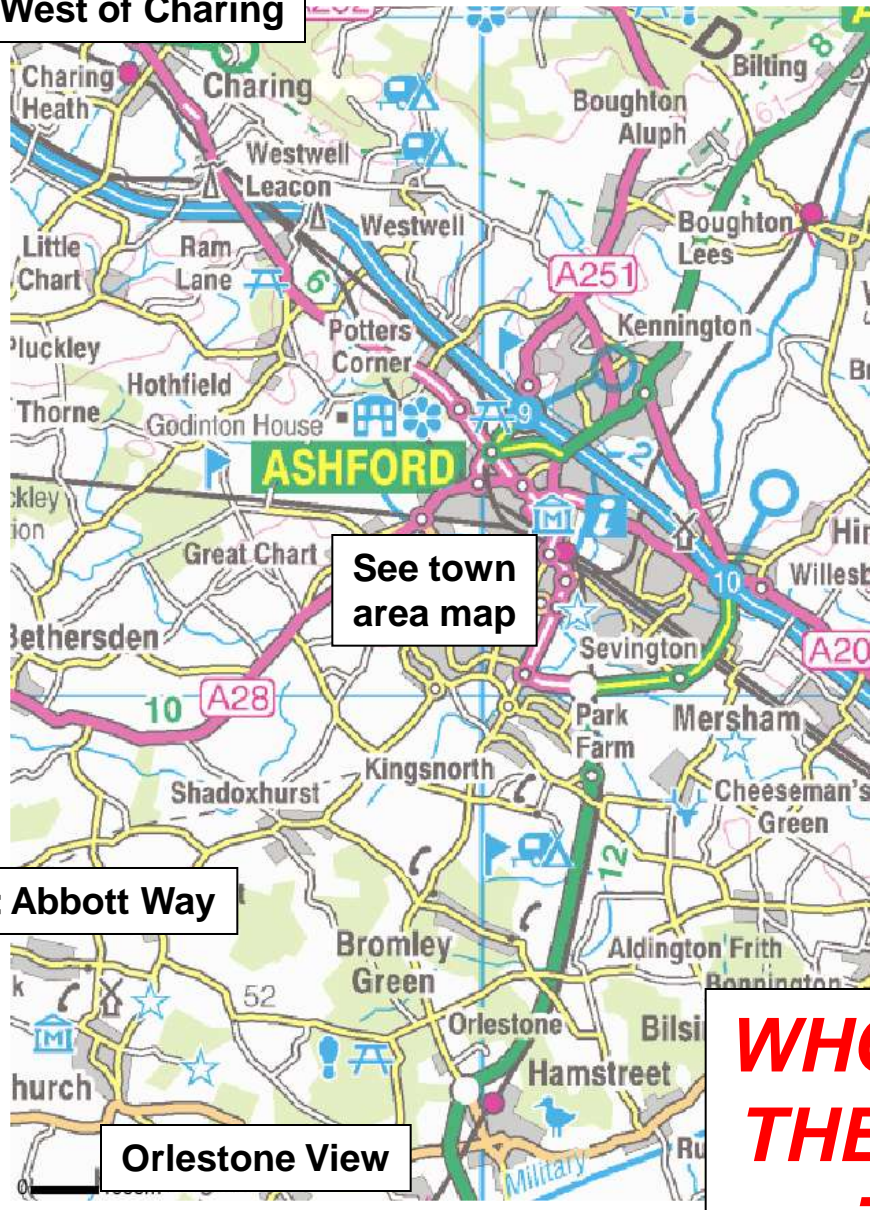
GRAVESHAM						
Fenners Marsh	+13%	+3%	+23%	+17%	+14%	+14%
Kendall Gardens	+7%	+36%	+50%	+57%	+48%	+38%
Montgomery Close	+8%	+15%	+46%	+69%	+44%	+35%
Nursery Grove						
Rosherville Way 1 (S)	+9%	+60%	+77%	+58%	+65%	+51%
Rosherville Way 2 (N)	-52%	+24%	+29%	+43%	+32%	+11%
Springhead 1						
MAIDSTONE						
Edelin Road	-85%	+8%	+38%	+62%	+36%	+6%
Lacock Gardens	+13%	+52%	+48%	+55%	+52%	+42%
Shaw Close	-76%	+6%	+52%	+52%	+37%	+9%
SEVENOAKS						
Beech Avenue extension	-18%	+55%	+82%	+82%	+73%	+50%
Bentleys Meadow (H Zone)	-18%	+9%	+27%	0%	+12%	+5%
Parsonage Bank	0%	+88%	+63%	+88%	+80%	+60%
Pucknells Close	0%	+54%	+77%	+85%	+72%	+54%
The Beeches	+18%	+72%	+80%	+70%	+74%	+60%
The Sidings	-31%	-6%	+13%	-13%	-2%	-9%
SHEPWAY						
Newmans Close	+10%	+50%	+40%	+20%	+33%	+30%
Terlingham Village Ph.1	+67%	+69%	+89%	+89%	+82%	+78%
Terlingham Village Ph.2	+61%	+74%	+83%	+70%	+75%	+72%
SWALE						
Bluebell Drive 1	-68%	-20%	+23%	+20%	+8%	-11%
Finch Close	-83%	-26%	+31%	+45%	+17%	-8%
Hilton Close	-28%	+9%	+47%	+66%	+41%	+24%
Mallard Crescent	-45%	+28%	+59%	+45%	+44%	+22%
Orchard Edge	-75%	-12%	+54%	+62%	+35%	+7%
Sanderling Way	-23%	+3%	+46%	+38%	+29%	+16%
THANET						
Brindle Grove	+14%	+78%	+71%	+50%	+66%	+53%
Chantry Park	-44%	+44%	+78%	+78%	+67%	+39%
College Gardens	0%	+82%	+100%	+100%	+94%	+71%
Kings Mews						
TONBRIDGE & MALLING						
Abbey Brewery Court	+14%	-29%	+71%	+29%	+24%	+21%
Anisa Close	-50%	-10%	+60%	+40%	+30%	+10%
Busbridge Close	+17%	+42%	+75%	+50%	+56%	+46%
Friars View	-50%	+45%	+40%	+25%	+37%	+15%
Lacuna (part) (1) & (2)	-67%	+7%	+37%	+28%	+24%	+1%
Milton Lane	-81%	-24%	+24%	+19%	+6%	-16%
McArthur Drive	-23%	+69%	+74%	+66%	+70%	+47%
Perch Close	-39%	+34%	+70%	+43%	+49%	+27%
The Gables, Friars View	-89%	-11%	+44%	+11%	+15%	-11%
Upper Mill	0%	+28%	+39%	+39%	+35%	+27%
TUNBRIDGE WELLS						
Blackberry Way	+22%	+61%	+72%	+67%	+66%	+56%
Green Lane	+50%	+43%	+100%	+63%	+68%	+64%
Linden Fields	-17%	+47%	+73%	+50%	+57%	+38%
Montacute Mews	+88%	+75%	+100%	+88%	+88%	+88%
Underwood Rise	+15%	+38%	+58%	+62%	+53%	+43%

COLOUR KEY	< 0%	> 49%
	0% to +24%	+25% to +49%

* Awaiting final (bound gravel) surface

Bob White
Transport & Development Business Manager
RESURVEYSIST+V4K.RJW
© Bob White KHS 2009

West of Charing



See town area map

< Abbott Way

Orlestone View

Alderney Way
Aylesbury Road
Hurst Road

Repton Park 1, 2 & 3

Mill Court
Miller Close

Blue Field
Gravelly Field

Highland Park

Brisley Court

**WHO IS DRIVING
THE RESPONSE
TO PPS3?**

DISTRICT Development	PARKING RATING	PARKING PROBLEMS	VEHICLES PER UNIT	2001 CENSUS VEHICLES PER UNIT	GARAGE USED FOR PARKING
ASHFORD					
Abbott Way	+7%	-43%	1.21	1.28	54%
Alderney Way*	-8%	-8%	1.54	(1.64)	(0%)
Aylesbury Road	-36%	+57%	1.75	1.64	33%
Blue Field	-73%	+82%	1.64	1.36	(43%)
Brisley Court	-73%	+82%	1.86	1.36	12%
Gravelly Field	-26%	+37%	1.37	1.36	38%
Highland Park (part)*	-76%	+79%	1.40	1.36	59%
Hurst Road (N)*	-42%	+47%	1.32	(1.64)	(80%)
Mill Court	-26%	+14%	1.26	1.26	45%
Miller Close	+50%	-60%	1.00	1.26	n/a
Orlestone View	-57%	+52%	1.38	1.73	43%
Repton Park 2 (West)	-50%	+83%	1.75	1.40	64%
Repton Park 3 (East)*	-16%	+26%	1.32	1.40	50%
Sir John Fogge Avenue	-43%	+30%	1.61	1.40	53%
West of Charing	+58%	-75%	1.79	1.68	67%

Parking 1

Parking 2 & 3

- spaces/vehicle (with & without garages)
- 0 and 2+ car households
- vehicles/bedroom
- vehicles/adult
- households park on-street
- visitors park on-street

Parking 4?

- spaces/unit (with & without garages)



Not just Quality & Parking



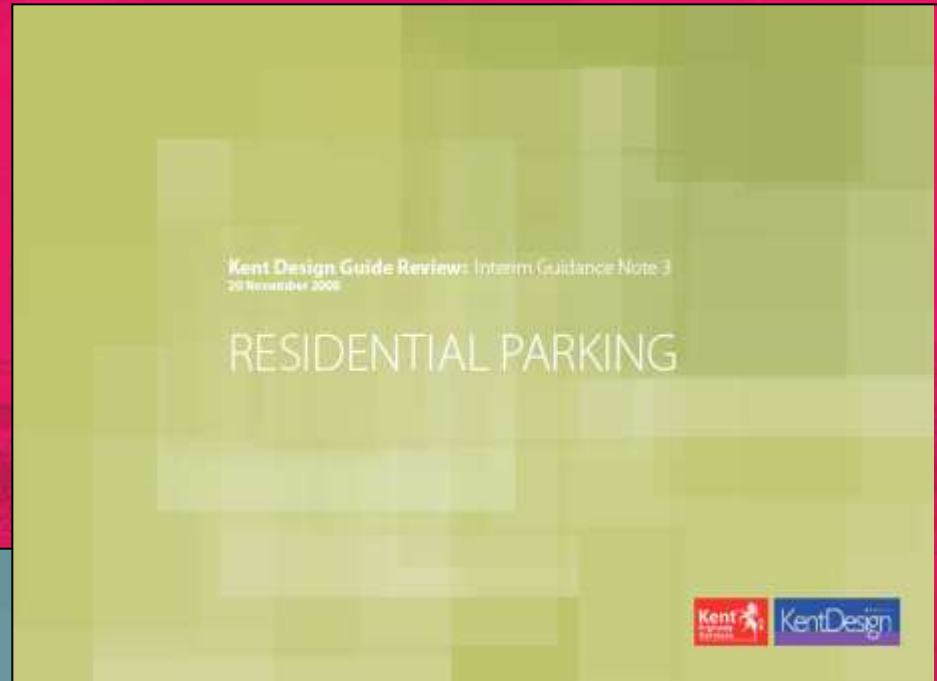
- Walking & Cycling
- Cycle ownership
- 'Branded bus' use
- Safety & Servicing
- Individual comments

DISTRICT Development	SAFETY RATING*	REFUSE COLLECTED EASILY? **	STREET SAFE FOR LARGER VEHICLES? **	STREET SAFE FOR PEDESTRIANS? **	STREET SAFE FOR CYCLISTS? **
ASHFORD					
Abbott Way	+64%	+100%	+57%	+86%	+71%
Alderney Way	+46%	+85%	+8%	+85%	+85%
Aylesbury Road	+21%	+29%	-36%	+57%	+43%
Blue Field	-45%	-9%	-27%	+45%	+9%
Brisley Court	-45%	-9%	-36%	-27%	-9%
Gravelly Field	+5%	+68%	-16%	+47%	+47%
Highland Park (part)	+5%	+21%	-38%	+38%	+31%
Hurst Road	-42%	+58%	-16%	-26%	-47%
Mill Court	+34%	+54%	+20%	+83%	+77%
Miller Close	+20%	+100%	+80%	+80%	+80%
Orlestone View	-19%	+43%	-24%	+5%	+5%
Repton Park 2	-8%	+17%	0%	+33%	+33%
Repton Park 3	+16%	+68%	+26%	+37%	+47%
Sir John Fogge Ave (RP1)	+13%	+74%	+22%	+57%	+48%
West of Charing	+75%	+83%	+67%	+100%	+100%

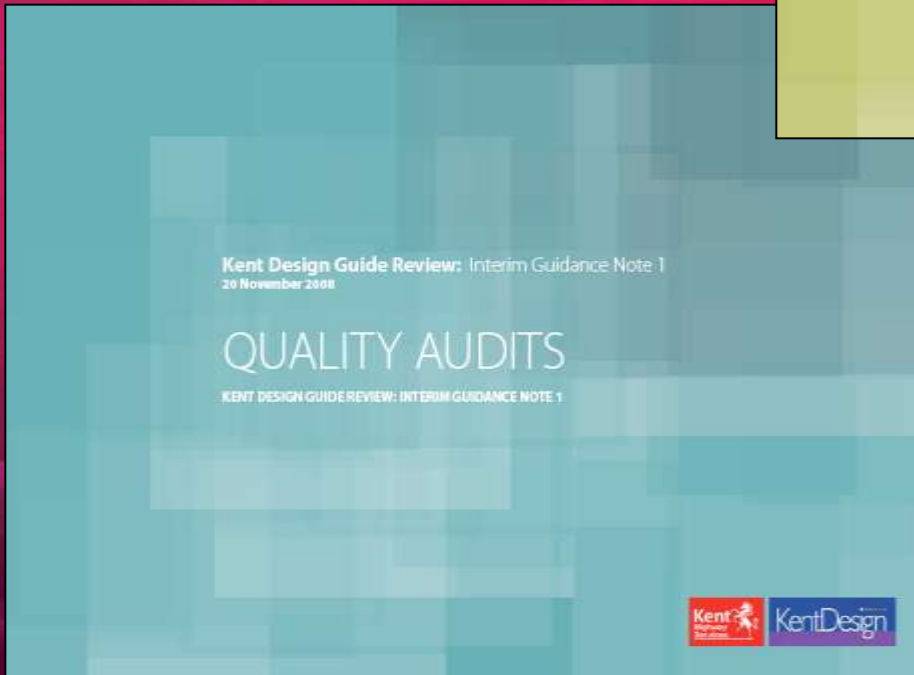
Safety & Servicing

IGN1 & IGN3

RESIDENTIAL PARKING
Approved by KPOG
Adopted by KCC
Recommended to
districts for DC & LDFs



QUALITY AUDITS
Approved by KPOG
Adopted by KCC
Recommended to
districts for DC



GUIDANCE TABLE FOR RESIDENTIAL PARKING

LOCATION	CITY/TOWN CENTRE	EDGE OF CENTRE	SUBURBAN	SUBURBAN EDGE/ VILLAGE/RURAL
ON-STREET CONTROLS	On-street controls preventing all (or all long stay) parking	On-street controls, residents' scheme and/or existing saturation (Note 3)	No, or very limited, on-street controls	No on-street controls, but possibly a tight street layout
NATURE OF GUIDANCE	MAXIMUM (Note 1)	MAXIMUM	MINIMUM (Note 6)	MINIMUM (Note 6)
1 & 2 BED FLATS	1 space per unit	1 space per unit	1 space per unit	1 space per unit
FORM	Controlled (Note 2)	Not allocated	Not allocated	Not allocated
1 & 2 BED HOUSES	1 space per unit	1 space per unit	1 space per unit	1.5 spaces per unit
FORM	Controlled (Note 2)	Allocation possible	Allocation possible	Allocation of one space per unit possible
3 BED HOUSES	1 space per unit	1 space per unit	1.5 spaces per unit	2 spaces per unit
FORM	Controlled (Note 2)	Allocation possible	Allocation of one space per unit possible	Allocation of one or both spaces possible
4+ BED HOUSES	1 space per unit	1.5 spaces per unit	2 spaces per unit	2 spaces per unit
FORM	Controlled (Note 2)	Allocation of one space per unit possible	Allocation of both spaces possible (Note 7)	Allocation of both spaces possible (Note 7)
ARE GARAGES ACCEPTABLE? (Note 4)	Yes, but with areas of communal space for washing etc.	Yes, but not as a significant proportion of overall provision	Additional to amount given above only	Additional to amount given above only
ADDITIONAL VISITOR PARKING (Note 5)	Public car parks	Communal areas, 0.2 per unit maximum	On-street areas, 0.2 per unit	On-street areas, 0.2 per unit

NOTES

1. Reduced, or even nil provision is encouraged in support of demand management and the most efficient use of land.
2. Parking/garage courts, probably with controlled entry.
3. Reduced, or even nil provision acceptable for rented properties, subject to effective tenancy controls.
4. Open car ports or car barns acceptable at all locations, subject to good design.
5. May be reduced where main provision is not allocated. Not always needed for flats.
6. Lower provision may be considered if vehicular trip rate constraints are to be applied in connection with an enforceable Travel Plan.
7. Best provided side by side, or in another independently accessible form. Tandem parking arrangements are often under-utilised.

See IGN3

Where there are effective controls: constrain

PARKING

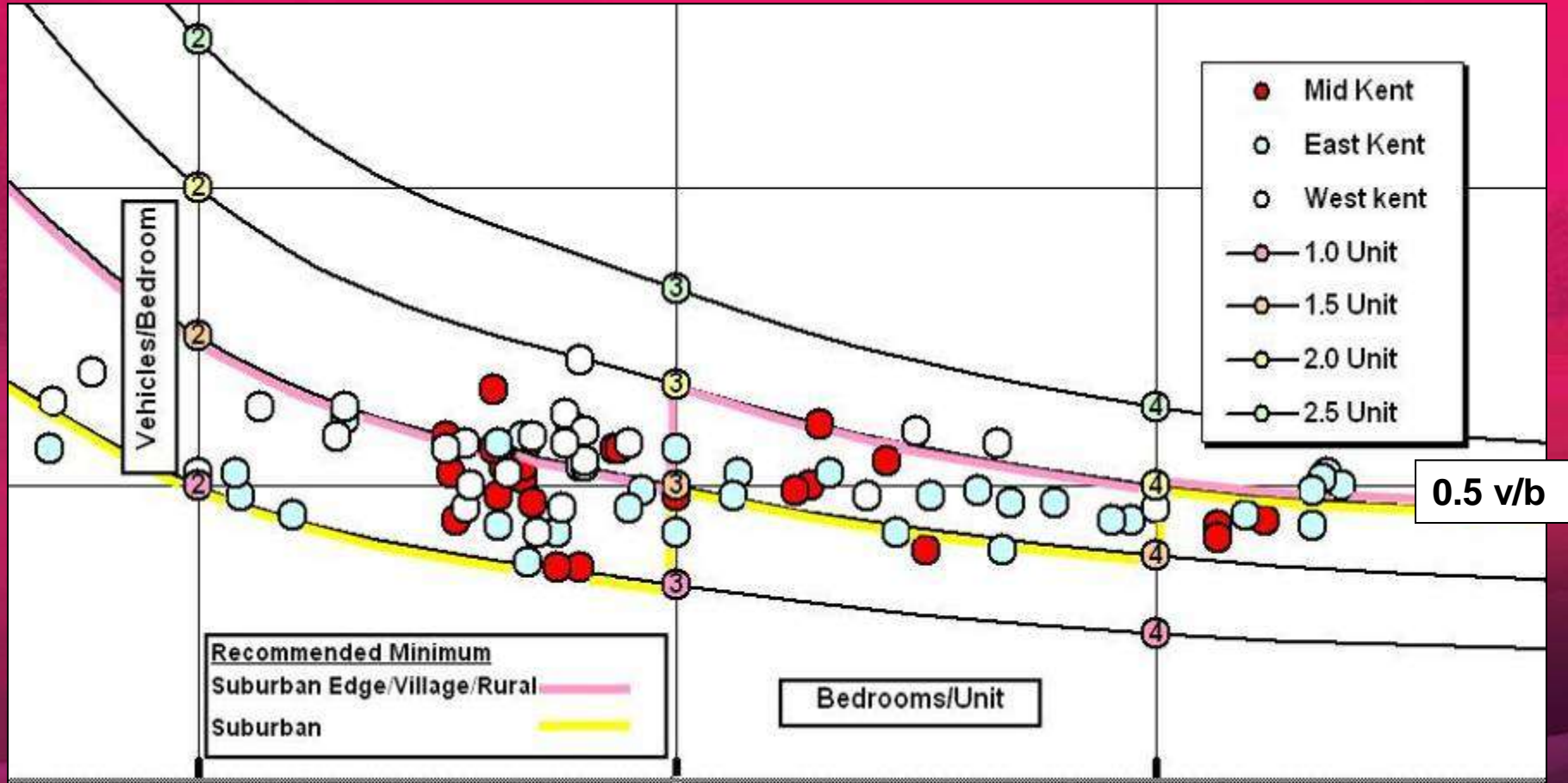
Where there are no controls: relax

LOCATION	CITY/TOWN CENTRE	EDGE OF CENTRE	SUBURBAN	SUBURBAN EDGE/ VILLAGE/RURAL
ON-STREET CONTROLS	On-street controls preventing all (or all long stay) parking	On-street controls, residents' scheme and/or existing saturation (Note 3)	No, or very limited, on-street controls	No on-street controls, but possibly a tight street layout
NATURE OF GUIDANCE	MAXIMUM (Note 1)	MAXIMUM	MINIMUM (Note 6)	MINIMUM (Note 6)
1 & 2 BED FLATS	1 space per unit	1 space per unit	1 space per unit	1 space per unit
FORM	Controlled (Note 2)	Not allocated	Not allocated	Not allocated
1 & 2 BED HOUSES	1 space per unit	1 space per unit	1 space per unit	1.5 spaces per unit
FORM	Controlled (Note 2)	Allocation possible	Allocation possible	Allocation of one space per unit possible
3 BED HOUSES	1 space per unit	1 space per unit	1.5 spaces per unit	2 spaces per unit
FORM	Controlled (Note 2)	Allocation possible	Allocation of one space per unit possible	Allocation of one or both spaces possible
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ADDITIONAL VISITOR PARKING (Note 5)	Public car parks	Communal areas, 0.2 per unit maximum	On-street areas, 0.2 per unit	On-street areas, 0.2 per unit

“THE DfT/CLG SIDE”

“The Great Divide”

Ownership Variation (Kent)



$$Y = 0.83 - 0.0825(X - 1)$$



Brisley Court

No car households: 5%

Vehicles/Unit: 1.86

Vehicles/Adult: 0.77

Bicycles/Adult: 0.74

Walk/Cycle to Station: -73%

Walk/Cycle to Shops: -27%

Parking 'Rating': -73%

Garage used for parking: 12%

Repton Park 3 (East)

No car households: 11%

Vehicles/Unit: 1.32

Vehicles/Adult: 0.83

Bicycles/Adult: 0.47

Walk/Cycle to Station: -47%%

Walk/Cycle to Shops: +16%

Parking 'Rating': -16%

Garage used for parking: 50%



All it takes ... (Brisley Court)

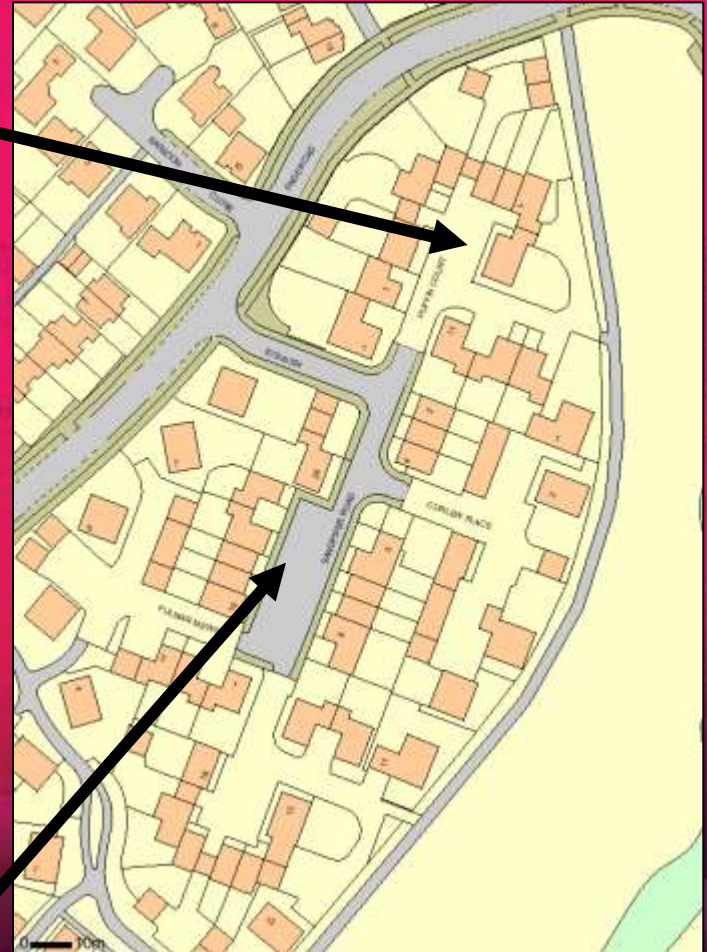


In search of the (Parking) Holy Grail

		VISION FOR KENT (V4K)				
DISTRICT	PARKING (P)	SAFETY	ATTRACT-IVENESS	FRIEND-LINESS	V4K	V4K +P
Development						
Miller Close	+50%	+20%	+50%	+70%	+47%	+48%
West of Charing	+58%	+75%	+83%	+83%	+81%	+75%
Blackberry Way	+60%	+85%	+85%	+80%	+83%	+78%
Mallard Cl/Muscovy Way	+60%	+80%	+93%	+69%	+80%	+75%
Scott Ave & Birch Rd	+45%	+50%	+55%	+41%	+49%	+48%
Speedwell Road	+56%	+70%	+33%	+81%	+62%	+60%
Walden Court	+31%	+46%	+77%	+31%	+51%	+46%
Gardners Close	+32%	+45%	+82%	+77%	+68%	+59%
Miller Close	+54%	+54%	+100%	+77%	+77%	+71%
Nursery Grove	+27%	+36%	+64%	+36%	+45%	+41%
Terlingham Village Ph.1	+67%	+69%	+89%	+89%	+82%	+78%
Terlingham Village Ph.2	+61%	+74%	+83%	+70%	+75%	+72%
Green Lane	+50%	+43%	+100%	+63%	+68%	+64%
Montacute Mews	+88%	+75%	+100%	+88%	+88%	+88%

“Car Parking: What Works Where” (EP)

Relax .. and be successful?



Hawkinge

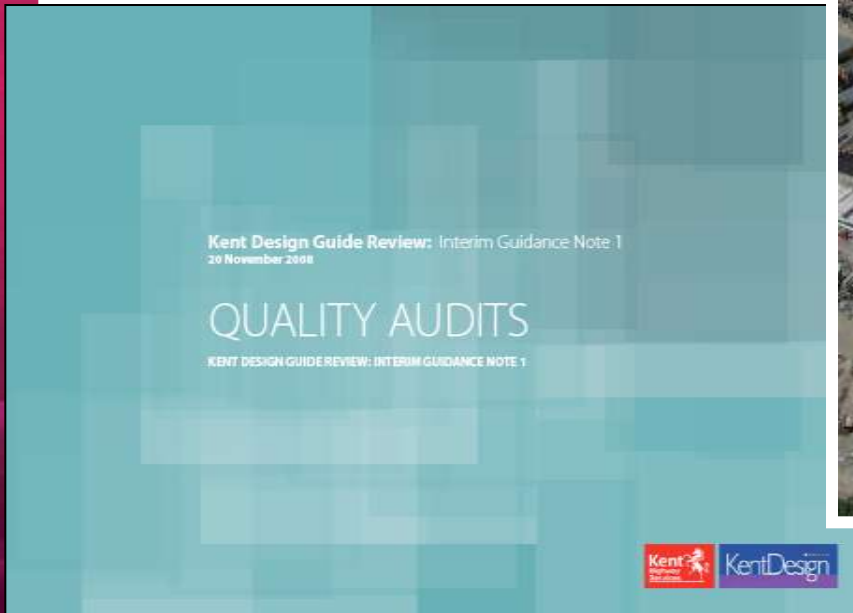


*“Parking
is
good”*



Canterbury

The Role of the Quality Audit



What can we expect?



- WIDER STREETS
- PROPERLY DESIGNED ON-STREET PARKING
- BETTER MATERIALS
- BETTER ENCLOSURE
- BETTER ARCHITECTURE
- LESS PARKING COURTS
- FEWER NEIGHBOUR DISPUTES
- BETTER SURVEY RESULTS

WHAT ABOUT “EFFICIENT USE OF LAND”?

Is it time for us to consider “a new suburbanism”?



*Thank you,
and enjoy
the debate!*