SUSTAINABLE DEVELOPMENT AND DELIVERY

A specialist team within DLP Planning Ltd

For and on behalf of

Skegness Town Council

PARKING STANDARDS- BACKGROUND REPORT

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SUSTAINABLE DEVELOPMENT AND DELIVERY

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1.0 INTRODUCTION

1.1 Sustainable Development and Delivery (SDD) a specialist team within DLP Planning, has been instructed by Skegness Town Council to develop a range of draft parking standards for a number of land uses as defined later in this report.

1.2 The purpose of the report is to provide the background evidence and evaluation used in setting the parking standards to be included within Skegness Town Council Neighbourhood Plan, which sets out the future of the town and planning policy in a local context.

1.3 At present Skegness Town Council has no specific parking standards in relation to new development proposals, with the only information available being limited to the East Lindsey District Council Core Strategy (2018), where standards relating solely to residential land use can be found. Lincolnshire County Council (as the Local Highway Authority) reviews individual applications for development on a case by case basis examining the merits of the scheme, together with the sustainability and accessibility credentials of the area where development is being promoted.

1.4 The process of reviewing the Parking Standards within this report has been overseen by DLP's Community Resource Planning (CRP) Team who are assisting Skegness Town Council in preparing their Neighbourhood Plan.

1.5 Alongside consultation with key stakeholders, this document will be used to inform the preparation of a draft of the parking standards for further consultation. It should be considered as a background document and forms part of the evidence base for the establishment of the revised standards.

1.6 A review of parking standards applied in other areas of the country has been undertook for comparison purposes and particularly where a sound methodology in support of the approach taken in ultimately determining parking standards. The parking standards in this report are however specific to Skegness and the existing and potential demands on parking which are placed on the town.

A Balanced Approach

1.7 Parking can positively and negatively influence the built environment, travel patterns and behaviours, congestion and road safety for all users, the viability of an area and social inclusion for all. It is therefore essential that when assessing parking standards to be applied within an area, that a correct and evidence-led approach is established that does not unduly prejudice or create barriers around how our built environment develops over future years.

1.8 Therefore, specifying the correct type and amount of parking afforded to particular land use, taking into account its location, accessibly and integration towards existing or proposed public transport and cycling provision play a key role.

1.9 Over provision can result in poor land use with the unintentional consequences of harming the streetscape and increasing the propensity for individuals to use the private car rather

than walk, cycle, or use public transport, and in doing so undermining the carbon-free measures and incentives promoted as part of the development.

1.10 Conversely under-provision can result in increases in congestion and delays across the road network, resulting in wider public health concerns around air quality. Furthermore, any overspill directly or indirectly attributed to poor levels of parking leads to poor or inappropriate parking across footways and junctions, which in turn undermines the safety and accessibility for pedestrians and other road users alongside the commercial viability of an area.

1.11 Our increasing knowledge on how the design of developments has influenced how people live their lives and travel behaviours has resulted in recent years in the emergence of numerous design guidance which has in part had the unintentional consequences of adding to rather than removing issues of poorly planned parking. This document and subsequent development of parking standards, aim to ensure that the negative influences associated with parking currently being experienced within Skegness Town, are not repeated for future developments and generations who contend with the issues daily.

1.12 This report has been structured as follows:

Section 2 – Policy Review

Section 3 – Evidence Base

Section 4 – Application of the Parking Standards

Section 5 – Relaxations from the Parking Standards

2.0 NATIONAL POLICY CONTEXT

2.1 This section outlines the underlying polices at a national and local level that underpin and frame Local Plans to assist in the planning and evaluation of applications, of which the provisions, design and distribution of parking will be a key consideration.

National Planning Policy Framework (2019)

2.2 The National Planning Policy Framework (NPPF) is a high-level framework that serves to guide the preparation of Local and Neighbourhood Plans. It specifically relates to matters of parking in the following paragraphs.

Paragraph 102: "Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

a) the potential impacts of development on transport networks can be addressed;

b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;

c) opportunities to promote walking, cycling and public transport use are identified and pursued;

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places."

Paragraph 105: "If setting local parking standards for residential and non-residential development, policies should take into account:

a) the accessibility of the development;

b) the type, mix and use of development;

c) the availability of and opportunities for public transport;

d) local car ownership levels; and

e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles."

Paragraph 106: "*Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure,*

alongside measures to promote accessibility for pedestrians and cyclists."

East Lyndsey Local Plan Core Strategy July 2018

2.3 This document sets out the vision and strategic policies for the growth and development of the District up to 2031.

The core strategy:

- Lays down an overall spatial vision for the District up to 2031.
- Includes objectives to help achieve the vision.
- Presents a strategy and strategic policies to meet all the objectives.
- Broadly direct growth and development across the District.
- Set challenging but realistic targets to assist in making sure that planned change actually happens.

2.4 The Core Strategy specifically references the Councils approach to parking in the following policies

Strategic Policy 14 (SP14) -Town/village Centres and Shopping

Point 4: Requiring proposals for retail, leisure and office development in 'edge of centre', or out of centre locations with a floor space in excess of 1000 sqm net to include an impact assessment which must demonstrate;

• That the proposal will not be detrimental to existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal.

• That the proposal will not harm town centre vitality and viability, including local consumer choice and trade in the town centre and the wider area, up to five years from the time the application is made.

• For major schemes where the full impact will not be realised in five years, the impact should also be assessed up to ten years from the time the application is made.

• That the design of any proposal connects to the town centre in that it should not turn its back on the town centre; be an integral part of the character of the street scene, incorporating parking so that it does not dominate the street scene

Strategic Policy 22 (SP22) – Transport and Accessibility

Point 5: Requiring any development which involves the loss of an existing car parking facility in the towns or large villages to be accompanied by a robust parking survey.

Point 6*:. Requiring all housing developments to provide a minimum of one parking space per dwelling, except in the case of infill and redevelopment plots within the defined town centres, where it can be demonstrated that;*
• Providing no car parking would not be detrimental to road safety or the flow of traffic; or

• That the provision of parking space would be harmful to the character of the area.

3.0 THE EVIDENCE BASE

3.1 This section of the report looks into the existing situation and aspects that may affect parking in Skegness Town such as car ownership/availability, how individuals choose to travel to work, and accessibility towards public transport hubs. All these issues need to be understood and evaluated when considering and determining appropriate parking standards.

3.2 A number of resource documents have been examined alongside information and methodologies undertaken from other Authorities and how they in turn determined there parking strategies and allocation. However, it is imperative that any methodologies adopted in this study are tailored within a local context. Therefore, by application of national statistics, census data, and the research and methodologies applied elsewhere, together with sound and balanced judgement that a considered and evidenced led approach to the parking standards to be set in Skegness will be achieved.

Car Ownership in Skegness

3.3 Data has been obtained from the Office of National Statistics (ONS) (Census 2011) regarding car/van ownership for houses and flats. The levels of car ownership are directly influenced by the size of the property in terms of the habitable rooms; however, this can vary considerably with houses of the same size. It has not been possible to determine the tenancy of the property i.e. rented, shared occupancy though it is not thought this would artificially skew the results.

3.4 **Figure 1** illustrates the car ownership levels for houses/flats in the Skegness area.

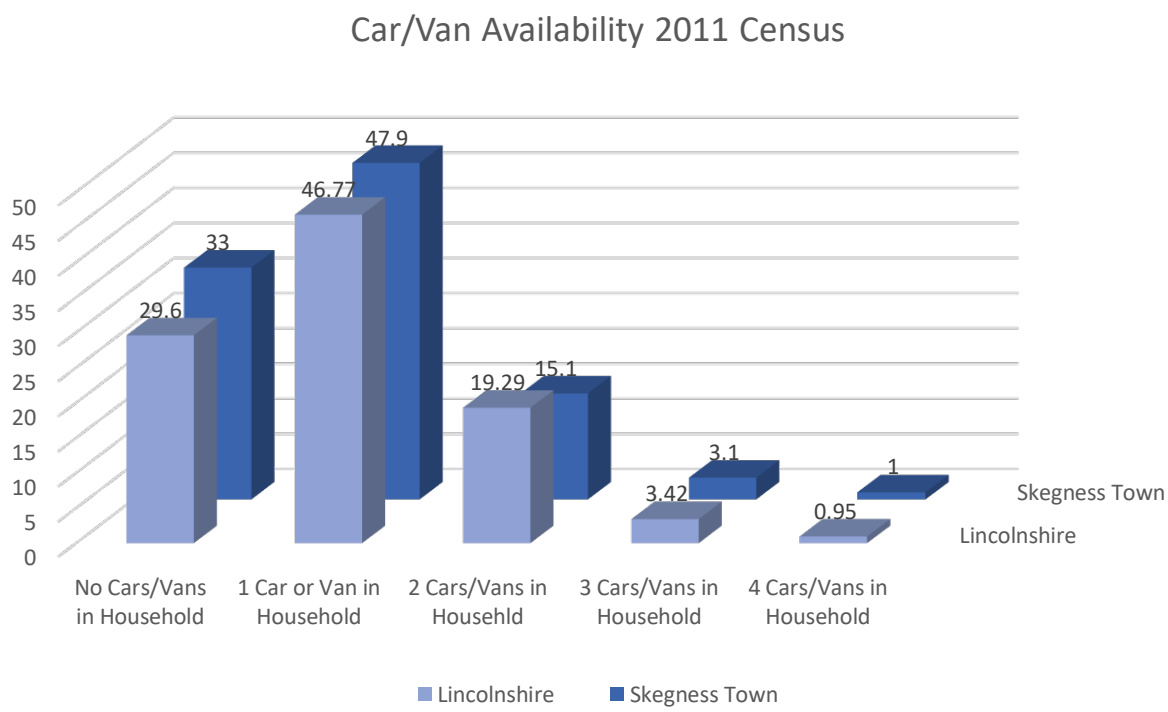

Figure 1. Car / Van Availability per Household Comparison with Skegness Town and Lincolnshire as a County [Census Datasets QS416EW]

3.5 **Figure 1** shows that car ownership levels in Skegness when compared to the county of Lincolnshire, are broadly aligned with no discernible differences in the results. There is a slightly higher percentage of non-car ownership in Skegness 33% compared to 29.6% for Lincolnshire with the difference then accounted for predominantly within households with 1 or 2 car/van availability.

Trends in Car/Van Ownership from 2020 to 2030

3.6 TEMPro is the industry standard tool for estimating traffic growth, taking into account factors such as population and car ownership. The Department for Transport (DfT) approves the datasets for use within TEMPro. Interrogation of TEMPRO for East Lindsey wards 012 014 and 015 has revealed car ownership anticipated per household within Skegness Town for the year 2030 is set to increase on average by 14.6% from current 2020 levels. **Figure 2** illustrates the predicted increases and decrease in car ownership between 2020 and 2030.

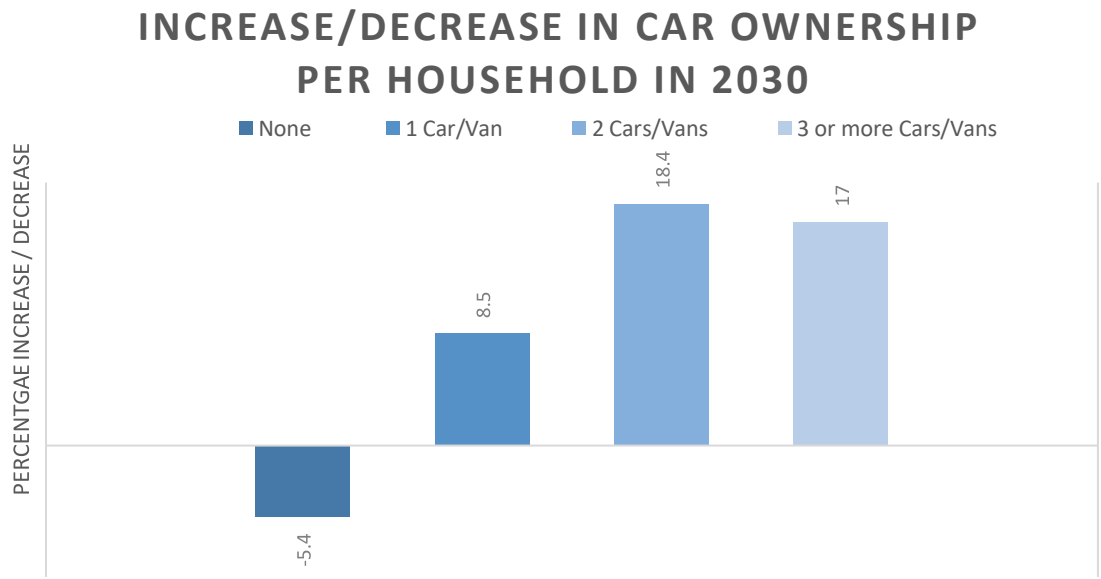

Figure 2. Increase in Car Ownership from 2020 to 2030 [Census Dataset Sets QS416EW and KS017]

3.7 The most significant increase is 2 and 3 car households where an increase of 18.4% and 17% respectively could be expected. The number of households that will have no access to a car or van is predicted to fall by 5.4%.

3.8 **Figure 4** overleaf illustrates where car/van availability within Skegness occurs within the town, via a heat map produced from the 2011 Census information. Areas of green shade indicate higher levels of car/van availability in the headed category, with areas shown in red indicating lower levels of availability in that particular headed category.

3.9 As illustrated the highest concentrations of car ownership occurs in Seacroft and parts of Winthorpe. The lowest concentration of car ownership occurs within the Town Centre.

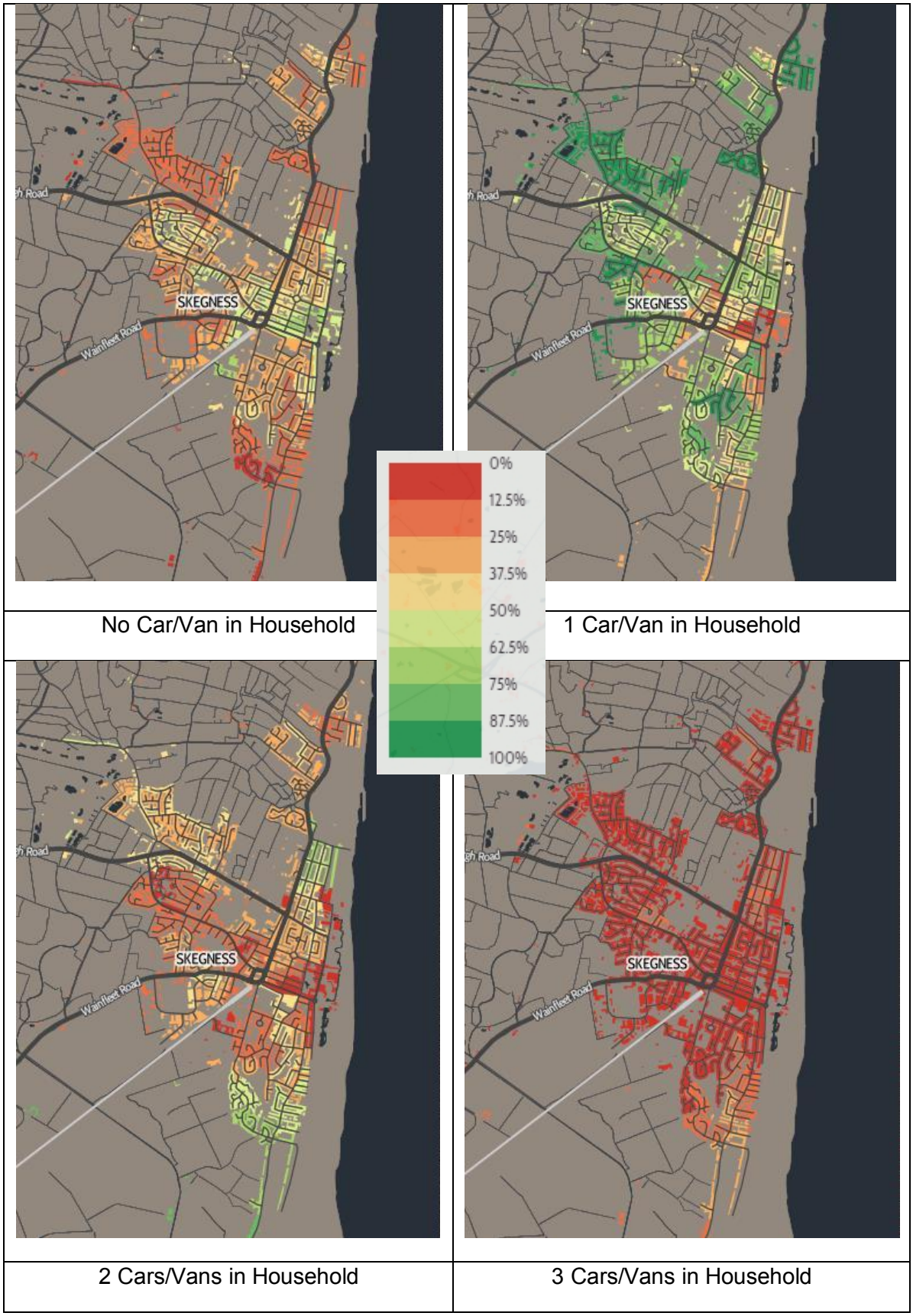

Figure 3. Car/Van Availability [Census Dataset QS416EW; Mapping source DataShine]

Method of Travel to Work Within Skegness

3.10 From the data obtained from the Census 2011 dataset Method of Travel to Work by Place of Residence, for the Mid-Super outputs Layer (East Lyndsey 012, 014 and 015), are shown in **Figure 4**.

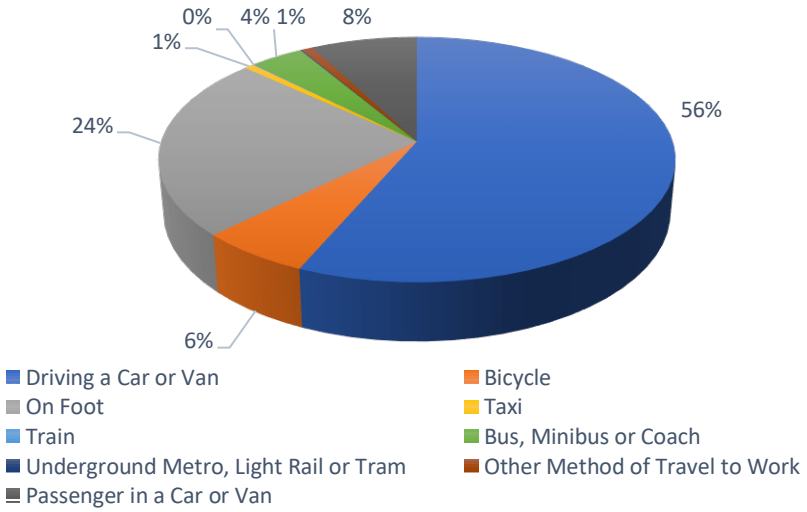

Figure 4. Method of Travel to Work Data Within Skegness [Census 2011]

3.11 **Figure 4** above illustrates that at present journeys to work by car account for 56% of all travel to work within Skegness with journeys by foot accounting for 24% of all journeys made.

3.12 For comparison purposes its equally as important to understand the situation for persons from outside of Skegness and their method of travel. **Figure 5** illustrates this in detail.

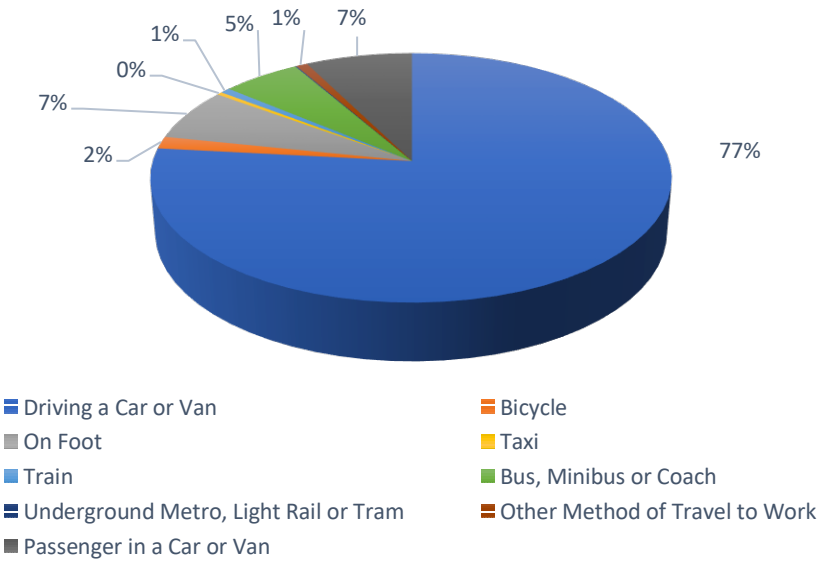

Figure 5. Method of Travel to Work from Outside of Skegness

3.13 The figures presented in **Figure 5** clearly shows a higher percentage of journeys by car (77%) and reductions across all other modes of travel, which is not unexpected given the relatively isolated location od Skegness.

3.14 **Figure 6** overleaf illustrates, via a heat map where the principal modes of journey to work (by car, foot, bicycle, and public transport) for residents of Skegness occur within the town. Areas of green shade indicate a higher take up in the mode of transport, with areas shown with a red shade indicating low propensity for journeys by this mode of travel.

3.15 From the results in **Figure 6** it can be observed that for the 56.5% whose journey to work is by car there are 3 discreet areas where higher levels (indicated by the green shading) are most prevalent. These are Seacroft to the south, pockets in St Clements Ward to the north-west and on the outskirts of Winthorpe to the north. The 24% of journeys by foot predominately occur in the town centre and evenly diminish as you travel away from the town. The 6% of journeys by bicycle occur on the perimeter of the town with a stronger propensity to cycle within the St Clements Ward north and south of the A158. The situation regarding bus use illustrates a poor take-up of bus travel across Skegness, with only Winthorpe showing a slight increase in this mode of travel when compared to the remainder of the town.

Figure 6. Heat map of Journeys to Work by Method of Travel (2011 Census) [mapping source Data Shine]

Accessibility & Public Transport

3.16 The Skegness bus station is located adjacent to the Skegness train station situated on the A52 loop in the centre of the town. There are currently 10 bus routes that connect into the bus station; they are the 1, 2, 3, IC7, 7 39 56, 56A, 57 and 59. The station is accessible by foot or cycle to the Skegness area.

3.17 The bus services are operated by different operators. The no.1, 2, 3, 56, 56A, 57 and 59 service are operated by Stagecoach Lincolnshire; IC7 by Brylaine Travel; and no. 39 by CallConnect and can be all accessed from the town centre**. Table 1** provides a summary of the services.

Route/Destination	**Frequency (mins)**		
	Mon-Fri	**Sat**	**Sun**
1 - Skegness – Chapel St. Leonards	First bus 06:35 with 5 bus services before 0900 with 11 services after 1600 and last bus is 23:05 and 29 total services	First bus 06:35 with 5 bus services before 0900 with 11 services after 1600 and last bus is 23:05 and 29 total services	First bus 09:05 and last service at 17:35 and 20 total services
1 - Chapel St. Leonards - Skegness	First bus at 0747 with 3 buses before 0900 and with 15 after 1600 with last service at 23:58 and 29 total services	First bus at 0747 with 3 buses before 0900 and with 15 after 1600 with last service at 23:58 and 29 total services	First bus 09:35 and last service at 18:30 and 20 total services
2 – Skegness Town Service	First bus at 08:05 and last bus is 17:35 with 20 services a day.	First bus at 08:05 and last bus is 17:35 with 20 services a day.	No Service
3 – Skegness - Ingoldmells	First bus at 06:50 with 5 buses before 0900 and 4 buses after 1600 with last bus at 17:50 with 23 services a day	First bus at 06:50 with 5 buses before 0900 and 4 buses after 1600 with last bus at 17:50 with 23 services a day	No Service

3 - Ingoldmells - Skegness	First bus at 07:32 with 3 buses after 0900 and 5 bus after 1600 and last bus at 18:32 with 23 services a day	First bus at 07:32 with 3 buses after 0900 and 5 bus after 1600 and last bus at 18:32 with 23 services a day	No Service
IC7 – Skegness - Boston	First bus at 09:30 and last at 14:30 and total services is 6	First bus at 09:30 and last at 14:30 and total services is 6	No Service
IC7 – Boston - Skegness	First bus is 1020 and last is 1747 and only one after 1600 with 7 in the day	First bus is 1020 and last is 1620 and only one after 1600 with 8 in the day	No Service
7 – Alford - Skegness	First bus at 07:40 and last at 1645 with 6 total services	First bus at 0740 and last at 1710 with 6 total services	No Service
7 – Skegness - Alford			No Service
39 – Skegness Town Service	First Bus at 0930 with last at 13:58 and a total of 7 services in a day	First Bus at 0930 with last at 13:58 and a total of 7 services in a day	No Service
56 – Skegness – Horncastle - Lincoln	First bus 05:30 with 5 bus services before 0900 with 3 services after 1600 and last bus is 18:10 and 14 total services	First bus 05:30 with 5 bus services before 0900 with 3 services after 1600 and last bus is 18:10 and 14 total services	No Service

56 – Lincoln – Horncastle - Skegness	First bus 06:00 with 5 bus services before 0900 with 5 services after 1600 and last bus at 20:00 and total of 15 services	First bus 06:00 with 5 bus services before 0900 with 5 services after 1600 and last bus at 20:00 and total of 15 services	No Service
56A – Burgh Le Marsh - Skegness	First bus at 09:25 with last bus at 14:00 and a total of 6 services	First bus at 09:25 with last bus at 18:25 and a total 10 services	First bus at 09:25 with last bus at 18:25 and a total 10 services
56A – Skegness – Burgh Le Marsh	First bus at 09:30 with last bus at 14:30 and a total of 6 services	First bus at 0830 and last bus at 1730 and total of 9 services	First bus at 0830 and last bus at 1730 and total of 9 services
57 – Skegness - Boston	First bus at 07:20 with 2 before 0900 and last bus at 18:15 with 2 after 1600 and total of 9 services	First bus at 07:20 with 2 before 0900 and last bus at 18:15 with 2 after 1600 and total of 9 services	No service
57 – Boston - Skegness	First bus at 09:35 and last at 20:27 with 4 services after 1600. A total of 13 services	First bus at 09:35 and last at 20:27 with 4 services after 1600. A total of 13 services	No service
59 – Skegness – Mablethorpe – Louth - Grimsby	First bus at 06:30 with 2 before 09:00 and last bus at 18:35 and 3 after 1600. A total 12 services	First bus at 06:30 with 2 before 09:00 and last bus at 18:35 and 3 after 1600. A total 12 services	No service
59 – Grimsby – Louth – Mablethrope - Skegness	First 10:56 with last bus a 21:05 with 4 after 1600. A total of 10 services	First 10:56 with last bus a 21:05 with 4 after 1600. A total of 10 services	No service

Table 1. Bus Service and Frequency

3.18 These services combine to provide frequent services to key local destinations, mostly ranging between 1-7 services per hour. The services to Grimsby and Boston run at a frequency of approximately one every hour.

3.19 Skegness Railway Station is located approximately 300m west of the main Town Centre The route to the station is well-lit with continuous footways and a combination of controlled and uncontrolled crossing points. The station provides direct and frequent services to Boston. Typical journey times from Skegness to Boston are approximately 60 minutes.

3.20 The Railway station does not provide car parking spaces however does have 34 sheltered cycle parking storage space.

Motorcycles

3.21 Data taken from the DfT National Travel Survey (NTS) factsheets for 2016 for motorcycle usage indicate that since 1994 there has been a 74% increase in motorcycle usage though in recent years there is some evidence to suggest that this trend is decreasing.

3.22 The NTS shows that in 2016, around 2% of households had access to a motorcycle. The percentage of households that had access to a motorcycle was shown to vary according to the number of cars in the household. In households without a car, 1% had access to a motorcycle while households with one car 2% had access to a motorcycle in households with 2 or more cars, 3% had access to a motorcycle.

3.23 For the period 2002 to 2016 over half of all motorcycle trips were for commuting or business purposes. This is a significantly higher proportion than the 19% of trips for all modes of travel combined.

3.24 The current travel data for Skegness indicates that 0.4% of journeys to work are undertaken by motorcycle. In light of the sustainability and low emissions of such vehicles, it is considered that their use as a tangible means of transport should be encouraged in part through the ample and secured provision of parking.

Bicycles

3.25 From the National Travel Survey Factsheet (2016), it was estimated from the survey that the majority of trips by cycle were undertaken for leisure reasons (35%) closely followed by commuting purposes (34%).

3.26 The current travel data indicates that 6% of journeys to work from the Skegness area are undertaken by bicycle. In light of the sustainability and low emissions of such vehicles, it is considered that their use as a tangible means of transport should be encouraged in part through the ample provision of parking.

Ultra-Low Emission Vehicles (ULEV)

3.27 At present there are approximately 250,000 registered Ultra Low Emission Vehicles (ULEV) registered in the UK. From the DfT's Vehicle Licensing Standards report dated 11th April 2019, the number of these types of vehicles registered in the UK in 2018 rose by 20% to 63,992.

3.28 From the web site www.Zap-map.com. The number of public charging point locations, as of March 2020, stands at 11,293 with a combined number of connections at these locations of 31,504. The East Midlands currently accounts for 1,808 (5.7%) and Yorkshire and the Humber 1,735 (5.5%) of the total number of connections across all the regions of the UK.

3.29 The government aspires that by 2040 all new cars within the UK will be a ULEV. This, it is proposed, will be achieved and facilitated through a range of measures and incentives including financial support to help consumers meet the upfront purchase costs of ULEV's, through the plugin grant and continued investments and technology advances in the national charge point network.

3.30 The majority of ULEV owners are currently middle-aged, males, and reside in a predominately urban environment with households of two or more vehicles. Private owners tend to charge their vehicles overnight from their residence rather than using public or workplace charging.

3.31 The Town Council through its emerging Neighbourhood Plan has a significant opportunity to encourage and grow this emerging Market in ensuring that parking provision and charging at commercial and residential premises are readily available and that appropriate recharging facilities are put in place.

3.32 The location of existing charging points within the Skegness area can be seen in **Figure 7** overleaf.

Figure 7. Location of ULEV Rapid Charging Points [source: zapmap]

Disabled Parking (Blue Badge Holders)

3.33 Research has shown that the over-provision of Blue Badges can result in inefficient use of space given their enlarged size; typically (3.6m x 6m) leading to complaints especially in highly populated urban environments. Conversely, under provision could result in users reliant on spaces close to. areas of amenity and interest being socially excluded as a result of insufficient and/or poor quality of parking facilities provided.

3.34 The approach taken to providing disabled parking has generally been adopted from standards produced from the British Standard Institution together with the Royal Institute of British Architecture (RIBA) whereby a flat rate of 5% has been applied. This approach to the provision of disabled parking has also been referenced within the Department for Transports document Manual for Streets.

3.35 However, the broad application of a 5% rate needs to be treated with caution in relation to the proposed land use i.e. non-retail where the demand for disabled parking could lead to over-provision particularly where parking of fewer than 20 bays is available or proposed. In such instances the provision of enlarged spaces rather than dedicated and marked disabled spaces may be more appropriate and would provide greater flexibility for developers and reduce the risk of over-provision.

3.36 Where a retail land use is proposed then the need for additional provision would be considered essential and a figure of 6% of the total parking to be provided should be regarded as a starting point. Sport England advises that a figure of 8% should be applied for some

sports facilities and 50m swimming pools. Where an employee is known to be disabled then a space for this employee should be allocated, and this is in addition to any flat rate applied to a particular land use.

4.0 APPLICATION OF THE PARKING STANDARDS

4.1 Skegness Town Council proposed parking standards are based on the Use Classes for land and buildings as defined by the Town and Country Planning (Use Classes) Order 1987 (as amended). The standards, unless stated otherwise, are based on the number spaces required based on the gross floor area, (GFA) or in the case of residential development the quantum and schedule of development.

4.2 The standards are based on the '*minimum'* that should be provided by the developer/promoter of the scheme.

4.3 The parking standards outlined are applicable for most locations within Skegness Town. However, in certain situations, local circumstances may dictate that owing to ongoing issues of congestion and/or road safety the council may request additional parking provisions to be made available within the development regardless of adherence to the parking standards.

4.4 Equally if the developer/promoter of the scheme presents substantial evidence (Refer to Section 5) to support a lower parking provision for development then the decision maker(s) will give due regard to this request on a site by site basis taking into account the sites location and unique circumstances, which on balance, would permit a lower standard of parking provision being applied.

4.5 The proposed minimum parking standards for each of the Use Classes are conferred in the following tables:

A1 Shops

4.6 It is recommended that this category is split into food and non-food. The proposed parking standards are set out in **Table 2.**

User Class	Standard
Retail (Food)	1 Space per **15 sqm**
Retail (Non Food)	1 space per **20 sqm**

Table 2. Food / Non-food Parking Standards

A2 Professional and Financial Services

4.7 Parking for these services tend on the whole to be short in duration and therefore the demand for parking is not considered to be long term and there will be greater levels of turn and churn. The parking standards for financial and professional services is set out in **Table 3.**

User Class	Standard
Banks Building Societies, betting offices estate and employment agencies etc	1 space per **25 sqm**

Table 3. Professional and Financial Services Parking Standards

A3 and A5 Restaurants and Cafes

4.8 The proposed parking standards for this category are set out in **Table 4.**

User Class	Standard
Restaurants and Cafes	1 space per **10 sqm** restaurant space excluding kitchen and ancillary stores associated with the preparation of food

Table 4. Restaurant and Café Parking Standards

A4 Drinking Establishments

4.9 The parking standards applied for drinking establishments need to take account of the type of variety of visits together with the prospect of overnight stays at some establishments.

4.10 The proposed parking standards for drinking establishments are set out in **Table 5.**

User Class	Standard
Public houses, and other drinking establishments	1 space per **7 sqm** excluding kitchen and ancillary stores associated with the preparation of food or serving of drinks.

Table 5. Drinking Establishments Parking Standards

B1 Business and Offices

4.11 In evaluating requirements for parking for office development then care needs to be exercised in ensuring that the standards applied do not result in any overspill of parking on the adjacent highway, but equally that any over-provision does not undermine take-up of more sustainable carbon-free forms of transport, some of which would be underpinned by an effective and realistic Travel Plan.

4.12 The Housing and Communities Agency issued information relating to employment densities in 2010. This has been used alongside the Census Data and whether the development is required to produce and implement a robust and effective Travel Plan.

4.13 The predicted employment densities for the B1 Land Use Class from the 2010 employment densities document are listed in **Table 6**.

Use Class Office (B1 only)	Area per Full Time Employee sqm
General Office	12
Call Centres	8
IT/Data Centres	47
Business Park	10
Serviced Offices	10

Table 6. Employment Densities Use Class B

4.14 Whilst there are variances within each different use class it is considered that the above averages are a good starting point for determining parking allocation by application of the following methodology and which has been applied across all B1 uses. For robustness the percentage of journeys made by car/.van for journeys from outside of Skegness, as shown in **Figure 5**, has been used in the calculation methodology and will present a worst case scenario.

Calculation for B1 General Office (with a Travel Plan in place)

Step 1: General Office Employment density = Gross Internal Area (GIA)/12 sqm

Step 2: Deduction in employee's absences of 10% on average

Step 3: Deduct mode share split for employees arriving by car (77%)

Step 4: Apply Deduction anticipated from full implementation of Travel Plan (typically 10% though higher/lower figures could be expected)

4.15 A worked example of this approach based on a 1000sqm GIA office is shown below.

Example of methodology based on 1000sqm GIA development

- With Travel Plan:
  - 1000 GIA / 12 = 83 jobs
  - 10% reduction in absent employees: 83 x 0.9 = 75 employees on site
  - Deduct made share split for Journey by car: 75 x 57% = 58 car drivers on site
  - 10% mode shift form implementation of Travel Plan: 42 x 0.9 – 52 parking spaces
  - Parking requirement: 1000 / 38 = 1 space per 19 sqm

- Without Travel Plan:
  - 1000 GIA / 12 = 83 jobs
  - 10% reduction in absent employees: 83 x 0.9 = 75 employees on site
  - Deduct made share split for Journey by car: 75 x 77% = 22 car drivers on site
  - Parking requirement: 1000 / 58 = 1 space per 17 sqm.

4.16 For the lower rate of parking provision, it will be critical that Travel Plan measures are implemented and robustly monitored and evolve for the duration of the plan. Without the commitment of key stakeholders then ultimately the plan will fail and potentially lead to an overspill of parking on the adjacent highway network.

4.17 The proposed parking standards for B1 General Office use is set out in **Table 7.**

User Class	Standard
Office	With an effective Travel Plan: 1 space per **19 sqm** Without a Travel Plan: 1 space per **17 sqm**

Table 7. General Office Parking Standards

4.18 The methodology can be applied to a number of other categories within this land use and the following are representative of this approach.

B2 General Industry

4.19 The proposed parking standards are set out in **Table 8.**

User Class	Standard
General Industry	With an effective Travel Plan: 1 space per **77 sqm** Without a Travel Plan: 1 space per **71 sqm**

Table 8. General Industry Parking Standards

B8 Warehousing

4.20 The proposed parking standards are set out in **Table 9**.

User Class	Standard
Warehousing and Storage	With an effective Travel Plan: 1 space per **142 sqm** Without a Travel Plan: 1 space per **166 sqm**

Table 9. Warehousing Parking Standards

C3 Dwelling Houses

4.21 A combination of both allocated and unallocated spaces is often considered the most suitable approach to parking within a residential development. In this regard, it is recommended that all new residential developments within Skegness Town adopt this approach where feasible and practicable to do so. This approach will ensure that variations in parking demand across the development are taken in to account for example where one property may have 2 cars and the adjacent property which is akin in size may have no cars.

4.22 From the Census data (2011) it can be determined that the average car ownership across Skegness is 1.1 cars per household. Growth in car/van ownership will increase on average by 14.6% across all households with the highest percentage increases predicted in the 2 and 3 car/van availability category.

4.23 It is proposed that a minimum of 1 parking space per dwelling will be provided and this is in line with the approach taken in East Lindsey's Core Strategy 2018.

Residential developments of 5 or less

4.24 The parking standards for developments of 5 or less are set in **Table 10**.

Number of Bedrooms	Standard
1	1 space
2	1 / 2 spaces
3	2 spaces
4	2 or 3 spaces
For developments of 5 dwellings that 1 visitor space should be provided	

Table 10. Residential Parking Standards (5 or Less Dwellings)

Residential developments of 5 or more

4.26 The parking standards for developments of 5 or more are set in **Table 11** and provide developers a range of alternatives. It is recommended that for the areas of Seacroft to the south and Winthorpe to the north that the highest standard of allocated provision is provided.

Number of Bedrooms	Allocated Space	Unallocated / Visitor Spaces
1 bedroom flat	1 space	0.3 spaces
1 bedroom house / 2 bedroom flats	1 space	0.4 spaces
2 bedroom houses	2 spaces	0.5 spaces
3 bedroom houses /3 bedroom flats	2 spaces or 3 spaces	0.5 spaces
4+ bedroom houses	2 spaces or 3 spaces or	0.5 spaces or 0.3 spaces

	4 spaces	

Table 11. Residential Parking Standards (5 or more Dwellings)

4.27 Garages should on be included within the parking calculation only where the internal dimensions of the garage are no less than 3.0 x 7.0m.

C1 Hotels and Guest Houses

4.28 The proposed standards for Hotels and Guest Houses are set out in **Table 12.** The category of premises will vary considerably therefore a parking standards based on number of bedrooms (guest bedrooms only) seems a reasonable starting point.

User Class	Standard
C1 Hotels and Guest Houses	1 space per bedroom For hotels an additional coach space should also be provided where practicable and feasible to do so.

Table 12. Hotel and Guest House Parking

C4 Houses of Multi Occupancy

4.29 A house in multi-occupancy (HMO) often accommodates up to 6 occupants or more with residents generally sharing kitchen and bathroom facilities.

4.30 An HMO should not be located where it would give rise to road safety concerns and/or the free flow of traffic on the highway network.

4.31 There is very little by way of evidence to understand the impacts and requirements for parking for this use class though it is reasonable to assume that a number of residents will have access to a car. Research carried out by mruk research on behalf of Cambridgeshire County Council in 2013 would indicate that for non-students the rate of none car/van ownership was around 28% and it was found that where 5 or more occupants resided in the remises then it is more likely that there will be none car ownership. The research is however dated and will not have taken account in the growth of the HMO market in recent years.

4.32 For an HMO site in Skegness it has been determined that 0.5 parking spaces per bedroom should be used as a general guide and will provide a basis for assessment against the existing dwelling and the proposed HMO. However, demand for parking will be strongly influenced by location and accessibility towards public transport and judgment will need to be exercised on a case by case basis.

Disabled Parking

4.33 The RIBA approach of a flat rate of 5% is one developers have become accustomed to and this should be the standard approach to be applied. **Table 13** overleaf confirms the position to be adopted in determining parking provision for disabled users.

Land Use	Allocation
Standard Allocation	5% of Car Park Capacity
Retail / Leisure and recreation	6% of Car Park Capacity
Sports Facilities	Refer to Sports England's published Guidance for specific guidance on requirements for certain facilities
Workplace	*Where the number of Disabled Employees is known:* One space for each known disabled employee plus 2% of total car park capacity. Or *Where the number of disabled employees is unknown* 5% of the car park capacity
Constrained sites where less than 10 parking bays could be accommodated	A minimum of 1 space
Residential *(applicable for developments of 10 or more)*	5% of the total of unallocated spaces provided across the development.
Where the facility or building is likely to cater for an increased number of disabled employees or users then the provision for disabled parking should increase to meet expected demand.	

Table 13. Disabled Parking Provision

Motorcycle Parking

4.34 Specific parking measures should be considered as part of new developments to assist with uptake towards this low carbon form of transport and integrated journeys at public transport interchanges, and places of employment.

4.35 The term motorcycle refers to al powered two-wheelers including mopeds and scooters.

4.36 Therefore, in line with the National Travel Survey 2016 data for residential developments, 3% of unallocated parking provision is recommended as an appropriate level of additional parking for motorcycles. Where parking is allocated, households will be able to adapt and use their allocated parking space or garage for motorcycle parking. This should be provided in addition to parking allocations and should be covered and secure.

Cycle Parking

4.37 Cycle parking can be categorised by two types as follow:

- Short Stay; Generally provided for visitors and or customers to a premises.
- Long Stay: Provided for places of employment or at home, and is usually covered, secure and well lit.

4.38 From the 2011 census data it can be seen that at present 6% of all journeys withing Skegness are made by bicycle and for non-residential development, this figure of 6% can be applied, +20% allowing for future mode shift since the 2011 Census and to encourage further take up of cycling as a viable alternative to the private car.

4.39 For context research into parking standards for CABE, and which is further discussed in Manual for Streets Table 8.1, it was concluded that houses have a greater demand for cycling when compared to flats which is not entirely unexpected. Table 8.1 of Manual for Streets illustrating cycle ownership levels in Oxfordshire is replicated in **Table 14**:

	Average cycles per dwelling	**Average cycles per resident**
Houses Oxford City	2.65	0.73
Houses Rest of Oxfordshire	1.51	052
Flats Oxford City	0.97	0.48
Flats Rest of Oxfordshire	0.44	0.23

Table 14. Cycle Ownership CABE Assessment

4.40 Following a review of other standards applied by Local Authorities the following standard has been established. No distinction has been made regarding houses and flats within these standards.

4.41 Table 14 is used for context purposes only and to show the relationship between cycles per dwelling and per resident in an area of known high usage.

4.42 Cycle parking is often likely to be at individual residential premises. In such cases, it may be appropriate to consider the potential for each resident having access to a cycle.

C3 Houses

Number of Bedrooms	Cycle Parking Standard (minimum)
1	1 space
2	1 or 2 spaces
3	2 spaces
4	2 spaces

Table 15. Cycle Parking Standards Housing and Flats

User Class B	Cycle Parking Standard
A minimum of 6% of total parking provision +20%, to allow for growth since the 2011 Census or 1 space per 10 members of staff whichever is the greater. (A minimum of 6 spaces to be provided).	

Table 16. Cycle Parking Standards 'B' Use Classes

4.43 The cycling parking proposed for retail is set out below and has been based following a review of cycle parking standards applied elsewhere in this use class.

User Class	Standard
A1	1 space per **100 sqm** (minimum of 6 spaces)
A2	1 space per **100 sqm** (minimum of 6 spaces)
A3/A4	1 space per **70 sqm** (minimum of 4 spaces)

Table 17. Cycle Parking Standards 'A' Class Use

4.44 For this user category there may be a need to introduce long term and short term cycle parking and this should be determined on a case by case basis.

Ultra-Low Emission Vehicles Parking Standards

4.45 In July 2019 Her Majesty's Government produced a report entitled "Electric Vehicle Charging in Residential and Non-Residential Developments". This was produced to deliver the aims of the Road to Zero strategy, which set out a comprehensive package of support to reach a mission for all new cars and vans to be effectively zero emission by 2040.

4.46 Within the proposed document a number of "proposed" policy positions were introduced for residential and non-residential developments. In the absence of any other information and to ensure that Skegness plays it part in delivering the Road to Zero Strategy it is proposed that the Neighbourhood Plan, as a starting point, the proposed policies contained within this

4.47 document which are set out in **Table 18**.

	ULEV Parking Standard
Residential Buildings	1 charge point per dwelling. For new developments were 10 parking spaces or more is provided then cable ducts for electric charging for every space shall be provided
New Non- Residential	For developments of 10 or more parking spaces then 1 charge point for every 5 spaces shall be provided and cable ducts for all remaining ducts shall also be provided
Existing Non-Residential3	1 charge point for every 20 parking spaces shall be provided.

Table 18. ULEV Parking Standards and Requirements

5.0 RELAXATIONS FROM THE PARKING STANDARDS

5.1 In cases where a developer/promoter of a scheme is proposing standards below that discussed in earlier paragraphs, then the following will need to be demonstrated and understood for planning and evaluation purposes either in the form of a Transport Statement/Assessment and in some cases supported by a Travel Plan.

- The situation regarding the availability of on street / public parking will have the ability to accommodate safely and effectively any predicted overspill from the development.
- Full occupancy will be considered at a level of 85% of the total number of parking available at public car parks, and by application of the Lambeth Methodology to establish the situation regarding on street provision at peak periods of demand with seasonal adjustments considered
- Parking beat surveys will be required to support proposals for reduced provision, and the extent of survey needs to be agreed with the Council(s) beforehand.
- Consideration shall also be given to situations where the provision of parking space(s) would be deemed harmful to the street scene or urban character of the area.

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