

Parking in Milborne St Andrew

1. Foreword

- 1.1 The purpose of this document is to introduce the approach of and conclusions of the Milborne St Andrew Neighbourhood Plan Group (NPG) to the issue of Residential Car Parking for new developments within the Neighbourhood Plan Area of Milborne St Andrew. See Fig.1
- 1.2 The starting point for the work that has been carried out is “The Bournemouth, Poole and Dorset Residential Parking Study May 2011”.
- 1.3 This is an evidence based guidance document and is therefore a minimum standard currently in use within the three authorities’ areas of responsibility. It can be used in appeals and enquires so therefore carries weight.
- 1.4 The purpose of this report is to highlight the differences to the above guidance as it affects Milborne St Andrew. The evidence based approach taken by NPG is to try and mitigate the impact that insufficient or poorly designed parking will have on future developments in the village.

2. Introduction

- 2.1 Recent housing developments in the village of Milborne St Andrew have been built both prior to and following the issuing of “The Bournemouth, Poole and Dorset Residential Parking Study May 2011”. Whilst the new residential parking guidance has gone some way to improving the approach to the car parking standards adopted by local planning authorities. However, the NPG decided as part of its fact-finding studies it would investigate the current residential parking situation within the study area.
- 2.2 This Report will look at the findings of the particular study undertaken by a partnership between all the Dorset Borough and District Authorities, Dorset County Council, WSP and Phil Jones Associates. Selected developers were also involved in the process.
- 2.3 The guidance mentioned in 1.2 is broken into 3 parts, Part 1, describes the local parking guidance for new residential development in Dorset. Sister Part 1 documents are available for the Bournemouth local area and the Poole local area. Detailed information on the methodology used to obtain

the data on which the guidance is based can be found in Part 2 while information on the survey sites is recorded in Part 3.

- 2.4 The particulars and findings will focus only on the Neighbourhood Plan Area of Milborne St Andrew. It is not intended to in anyway refute the work carried out in “The Bournemouth, Poole and Dorset Residential Parking Study May 2011” but to look solely at the needs of this community.

3 Questionnaire & Public Participation Events

- 3.1 As part of the information and evidence gathering process for the Milborne St Andrew Neighbourhood Plan a Questionnaire was distributed to every household and businesses in the Plan Area. Over 400 questionnaires were distributed with 211 completed surveys.
- 3.2 The Questionnaire was available online via Survey Monkey and paper copies through the residents/Businesses door. The survey was carried out during August and September 2016.
- 3.3 A ‘PLACE’ Planning, Landscape, Architecture, Conservation & Engineering event was held 5th March 2016 at which over 30 residents attended. The purpose to evaluate the various topics listed above. The PLACE Report helps to focus on those issues and includes comments on Parking in Milborne St Andrew.
- 3.4 Open Days were held in the village hall on 21 March & 17 April 2015 and a stall was manned at the First School at their May Fair on 16 May 2015. The purpose of these events to gather views from local residents, Landowners and Businesses on how the community should develop within the life of the Neighbourhood Plan.

4. Results of Survey Questionnaire

- 4.1 The results of the Survey Questionnaire as they relate to the current parking situation and the opinion of respondents is as follows: -

Parking Extension Analysis (Initial Data Included for Ease of Review)

Respondents are contradictory in their views on this issue: In sum, while most report an issue with parking in the village generally, there is a much lower acceptance that they themselves may be part of the issue with far fewer acknowledging a shortage of parking at their residences than in the village as a whole! The mapping of responses does however enable us to identify a number of “hot spots” recognised by residents.

Is there Enough Parking in the Village Generally?	
No	142
Not sure	31
Yes	30
(blank)	18
Grand Total	221

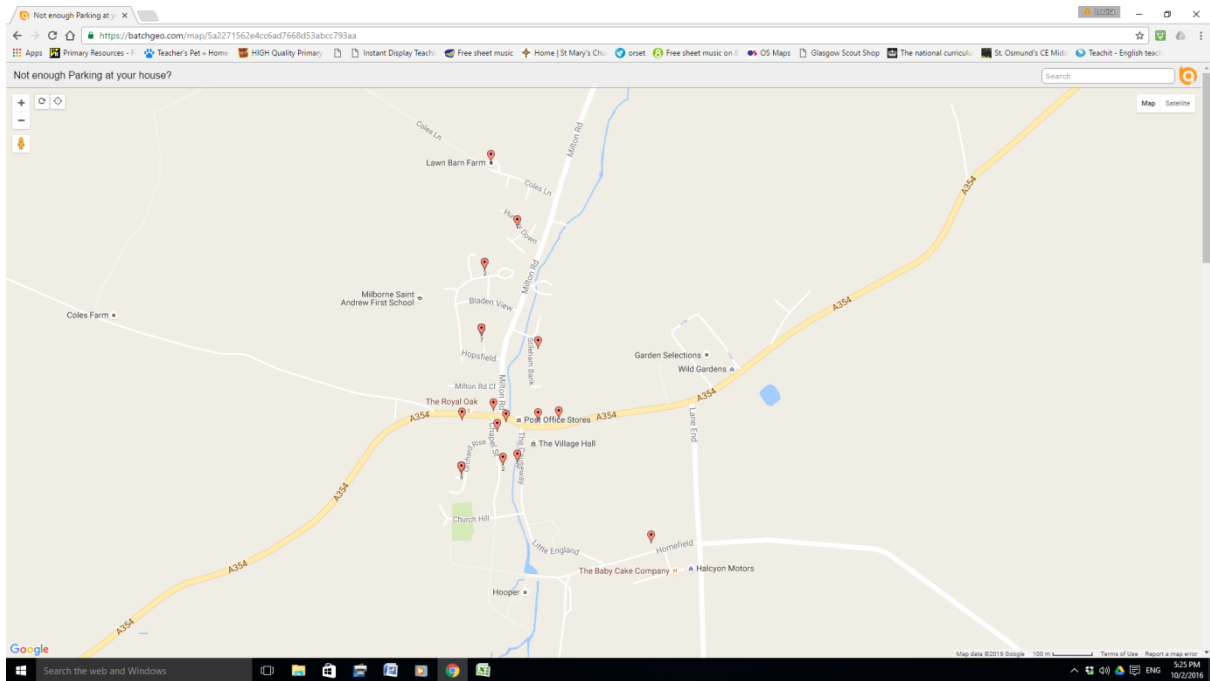
Table11: Is there enough Parking in the village generally?

Is there Enough Parking for Your House?	
No	34
Not sure	2
Yes	169
(blank)	16
Grand Total	221

Table 12: Is there enough Parking for Your House?

Sufficient Parking in recent Development?	
No	79
Not sure	94
Yes	30
(blank)	18
Grand Total	221

Table 13: Is there enough Parking in recent Developments?



Map 1: Is there enough parking at your home = “No”?

NB: Pins represent the Post Code, Text responses unmapped. Pins represent multiple responses for the following Post Codes:

- Hopsfield (7)
- Chapel Street (2)
- The Causeway (2)
- Bladen View (2)

Relationship between Numbers of Adults, Bedrooms, Car & Parking Availability

Households with more vehicles than Total Spaces (including on street)	Households with more vehicles than off street spaces
20 Households	44 Households
9%	21%

Table 25: Households with more vehicles than parking spaces

	Average Vehicles per Adult	Average Vehicles per Bedroom
All Households	0.92	0.61
Households with > Vehicles than off street spaces	0.61	0.48
Households with > Vehicles than Total Spaces	1.22	0.95

Table 26: Average Vehicles v. Bedrooms & Adults v. Parking Situation

Number Bedrooms	Number of Vehicles						
	0	1	2	3	4	5	6
1		4			1		
2		17	14	2	1		
3	2	32	46	19	3	2	1
4	1	11	28	12	1		
5	1	2	1	2	1		

Table 27: Number of Households (coloured table) v. Number of bedrooms v. Number of Vehicles (Green = where number of vehicles <= number of bedrooms, Red = where number of vehicles > number of bedrooms)

Table 25 illustrates that while only 9% of houses report owning more vehicles than they have immediate access to parking (including on street) for, 21% own more vehicles than they have access to off street parking for. Cross reference to the qualitative data suggests that the latter number is however an under representation of the issue as, in a high proportion of cases, garages that could potentially be used for off street parking are instead being used for storage. It additionally seems probable, perception wise that “one man’s on street parking immediately outside his house is another man’s parking problem”.

Tables 26 & 27 illustrate that, in general terms, matching off street parking to bedroom count would (if current vehicle ownership rates remain constant) provide, in most cases, enough parking for household needs in 95% of cases. Taken in the context of the qualitative responses and observed behaviour, it would however be recommended that any recommendations be nuanced to take account of the reality that garage based off street parking will not in many cases be used for car storage. i.e. should we be looking at a planning recommendation that discounts garage spaces in a count of off street parking spaces available in the context of new development?

4.2 The Milborne St Andrew Neighbourhood Plan Group (NPG) held a Washup Workshop on 27 November 2016 to look at the results of the various Open Days and Surveys to try and come up with the Key Findings of the responses from the residents of the village. The findings of the Parking are: -

PARKING.

KEY FINDINGS FROM WORKSHOP 27/11/16

Notes.

Allow for on street parking, as people will park on street regardless as to whether it was intended by design.

Allow for suitably wide roads to allow Emergency and service vehicles to pass even if cars are parked on street.

Potential for Community parking.

Suggest that car ports might be more suitable than garages as can't be converted.

Garages in blocks would eliminate ability to convert.

Encourage gardens to be big enough to allow shed space to avoid garages being used as sheds.

Inline parking doesn't work.

ONWARD ACTIONS.

What is real life Vs County standard.

How many off-street spaces per bedroom.

Visitor parking.

Conclusions.

Questionnaire results suggest that 64% of respondents felt that the village has a parking issue.

However, 76% don't have a problem themselves.

78% were unsure or sure that new developments do not have enough parking.

Overall results show average car ownership of .91 vehicles per adult. But .61 per bedroom, this doesn't account for children growing up and needing transport due to lack of suitable public transport, or visitor needs.

5. Real Life as Against Theory

- 5.1 Residential Car Parking will always be a difficult compromise between the needs of Developers to make a sufficient profit to give them the incentive to build houses and the legacy of inadequate residential parking facilities they can create if they do not take into account the real and justifiable needs of the rural community.
- 5.2 Dorset County Council has reduced its subsidy to the rural bus companies throughout the county which has reduced the frequency of bus services and resulted in there being no bus service on Sundays.
- 5.3 The lack of and frequency of public transport in the rural community reduces the choice people have in most aspects such as getting to work, school, attending events, medical appointments etc. and therefore, there is a much higher reliance on private cars to live in a rural village environment.
- 5.4 As people age and are no longer able to drive they are increasingly forced to use voluntary services such as Neighbour Car, friends or neighbours or pay for taxis.
- 5.5 Young people unable to drive, have to rely on Parents or friends to ferry them to events, weekend jobs in the Market Towns or elsewhere in the county.
- 5.6 Currently patients attending the main surgery for this area, In Milton Abbas< have to travel by private car, Neighbour Car or again rely on friends or relations

as there is no public transport to this location.

- 5.7 In view of the increasingly isolated nature of rural village life it is important to be able to drive and therefore, there is a trend of greater car ownership and reliance on private transport.
- 5.8 The Dorset Clinical Commissioning Group (Dorset CCG) in its Clinical Services Review have indicated proposals which may require that relatives of patients have to make longer trips to either visit major hospitals. The major trauma hospital is likely to be The Royal Bournemouth & Christchurch Hospital. It has been found that it is not possible to visit that hospital from Milborne St Andrew directly by public transport. Neither is it possible to attend early morning clinics on the same day by public transport, it is therefore, necessary to have alternatives means such as a car to do so.

6. Comparison between Studies

- 6.1 The “The Bournemouth, Poole and Dorset Residential Parking Study May 2011. Residential Car Parking Provision Local Guidance for Dorset” sets out the suggested residential parking requirements for the whole of Dorset County Council’s administrative area and covers: -
- Christchurch Borough Council
East Dorset District Council
North Dorset District Council
Purbeck District Council
West Dorset District Council
Weymouth & Portland Borough Council
- 6.2 Milborne St Andrew is situated in North Dorset near the boundary of West Dorset District Council and therefore this is the area of which any comparisons are carried out. However, where appropriate the whole of the parking study will be considered.
- 6.3. Milborne St Andrew was specifically highlighted in the study on the Illustrated Sites. Milborne St Andrew is listed as site 12. The following pages are taken from “The Bournemouth, Poole and Dorset Residential Parking Study May 2011 Volume 3 The Survey Sites Illustrated”

Site 12: Milborne St. Andrew First School.

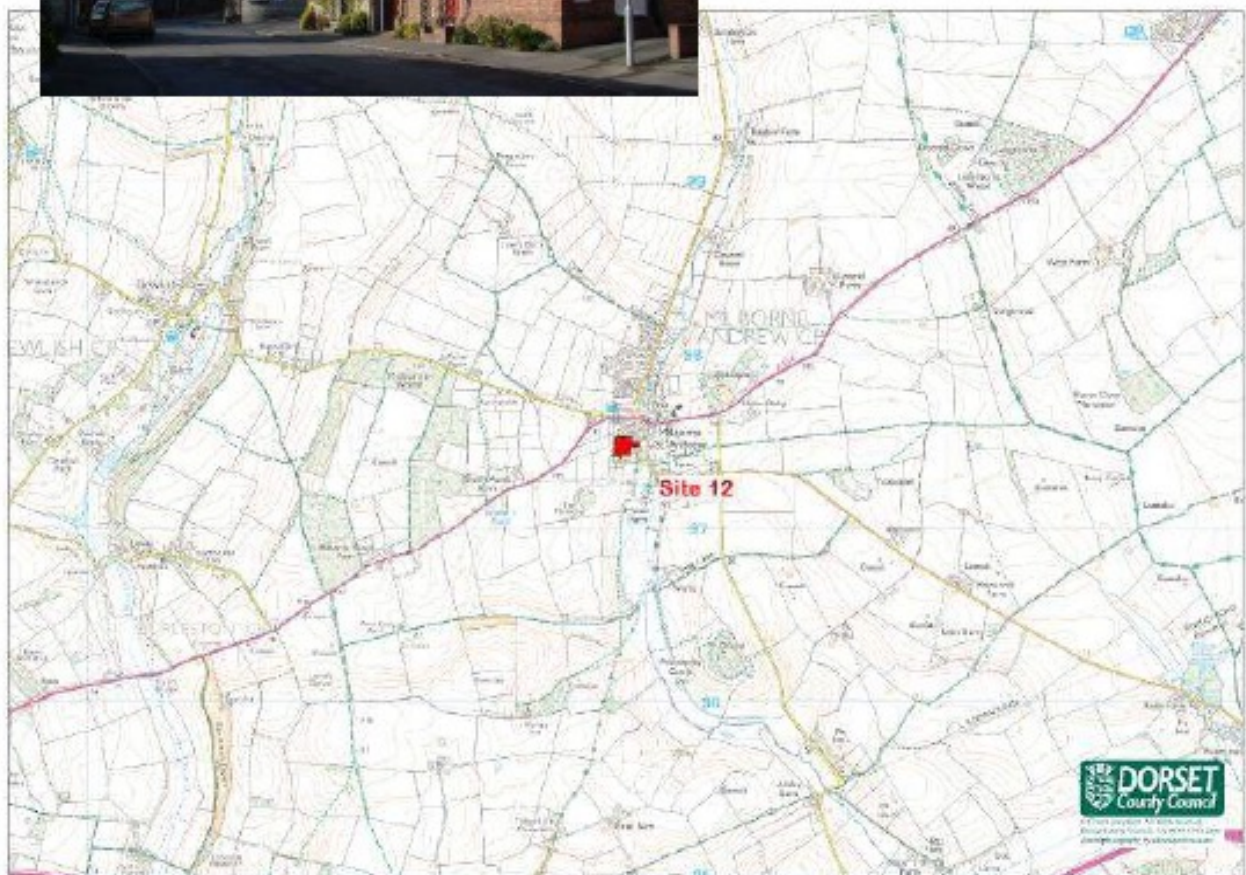
LPA: North Dorset District Council

Developer: Wyatt Homes

Designer: J Burgess & Associates

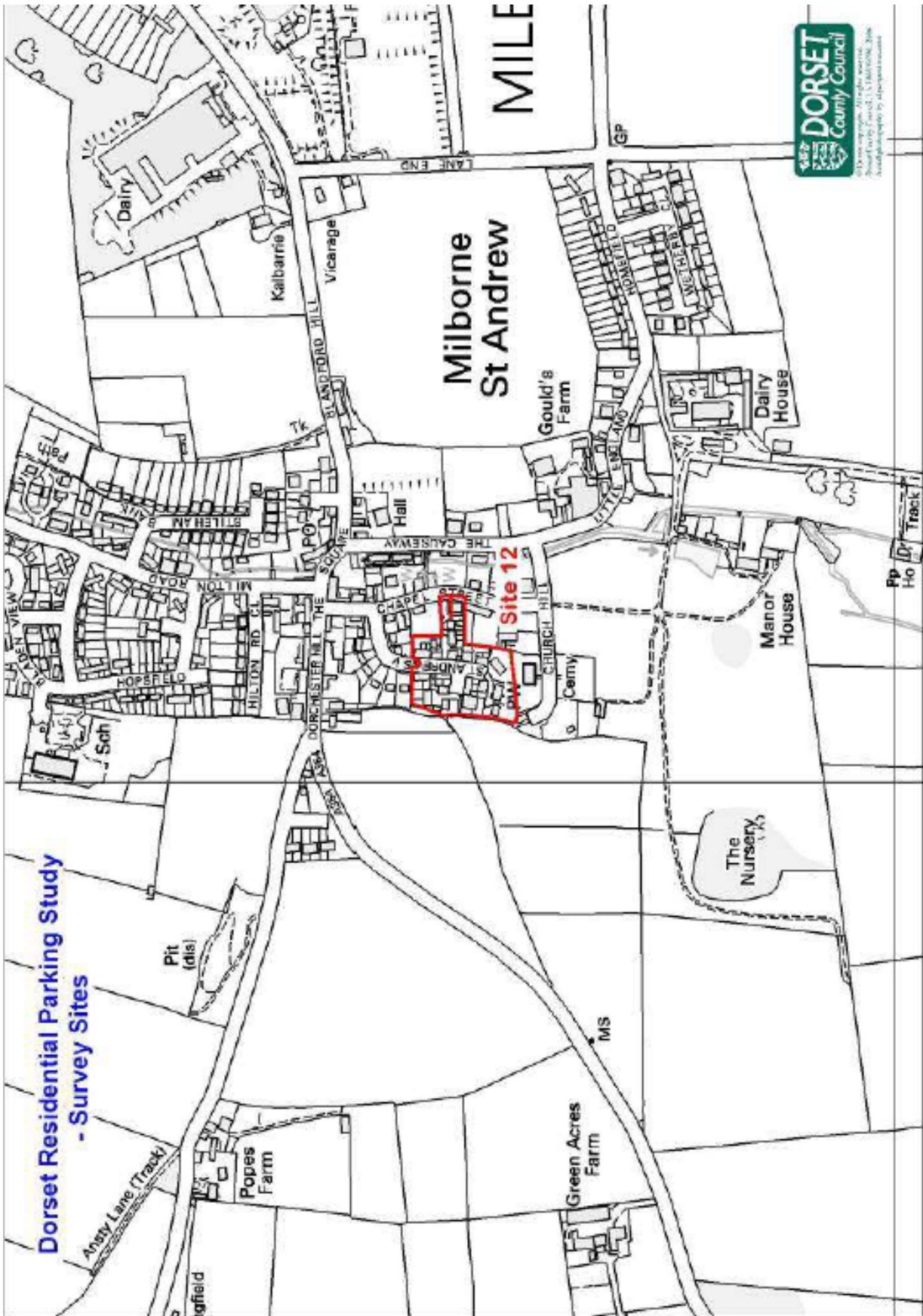
Total Dwellings: 34

Built in a mixture of brick and flint, reflecting the settlement's existing style, this development is characterised by its well designed highway layout and thoughtful provision of on and off road parking facilities, integrating well with the built-form around it.





Milborne St Andrew Street scene taken from Study document.



- 6.4 The reality of the situation in the development does not bare out the study findings and demonstrates a situation which is far less attractive with vehicles parking on footways obliging pedestrians to walk in the road.
- 6.5 There is an Increasing trend to either convert garages to domestic living quarters or not use them except for storage of household items. It is understood that garages on this site were constructed to a standard lower than the recommended sizes within the current guidance.





Garage & additional parking space



Unused Parking Space

7. Conclusions

- 7.1 The study carried out by the consultants for The Bournemouth, Poole and Dorset Residential Parking Study May 2011. Residential Car Parking Provision Local Guidance for Dorset for the wider county and conurbation may assist developers within an urban environment however, it is felt that a more robust and fixed statutory plan of residential parking requirements is necessary for this village.
- 7.2 The recommendations within the above guidance for “inline parking” flies in the face of human nature and therefore it is seen that it is more convenient for homeowners to park in the road and on footways to avoid the need to move several cars before getting to the one required at that time.
- 7.3 Experience has again shown that attached garages are too easily converted to residential use and or not used for the purpose they have originally designed for.
- 7.4 Residential roads need to be wide enough to allow emergency and service vehicles clear and unobstructed access.
- 7.5 In the absence of restrictions parking any part of a vehicle should not be necessary if the residential road is wide enough or measures placed to prohibit footway parking.

8. Recommendations

- 8.1 To adopt the Milborne St Andrew Neighbourhood Plan Policy on Residential Parking for new developments.

9. The Residential Parking Policy for Milborne St Andrew

Residential car parking policy for Milborne St Andrew.

The aim of this policy is to dictate the minimum required level of car parking required for new developments (of all sizes) within the Parish of Milborne St Andrew.

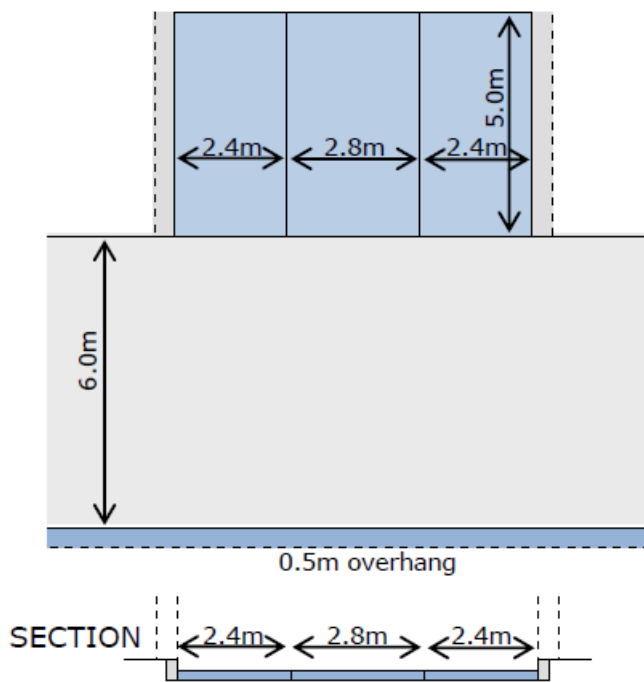
Allocated spaces are those that are specifically designed to be used by the dwelling that they're allocated to.

Unallocated spaces are those within a development that can potentially be used by any property within that development, whether they are spaces on the road side (assuming adequate width left for Emergency vehicles etc) or parking areas with multiple spaces resembling a car park.

Space. A space is defined as an area designed for parking one motor vehicle in.

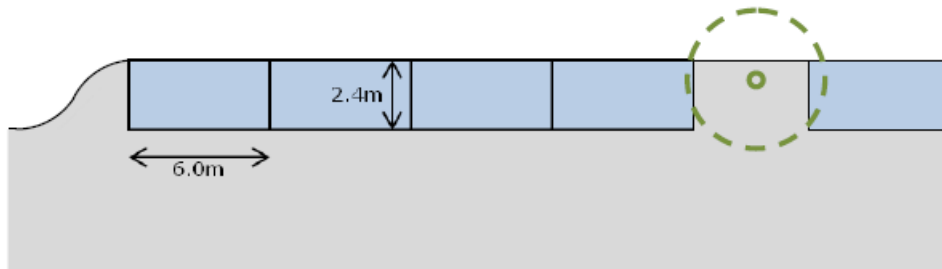
The typical car parking space shall measure no less than 2.8m wide by 5.0m long. This allows for a width of 0.4m for door opening within the space. The width can be reduced to 2.4m if a 0.4m clearance is available immediately adjacent to one side of the space. A 6.0m aisle width is required in front of the space to allow vehicles to easily turn into and out of it. This aisle width may be reduced if the space width is widened accordingly.

EXAMPLE OF A THREE SPACE PARKING BAY



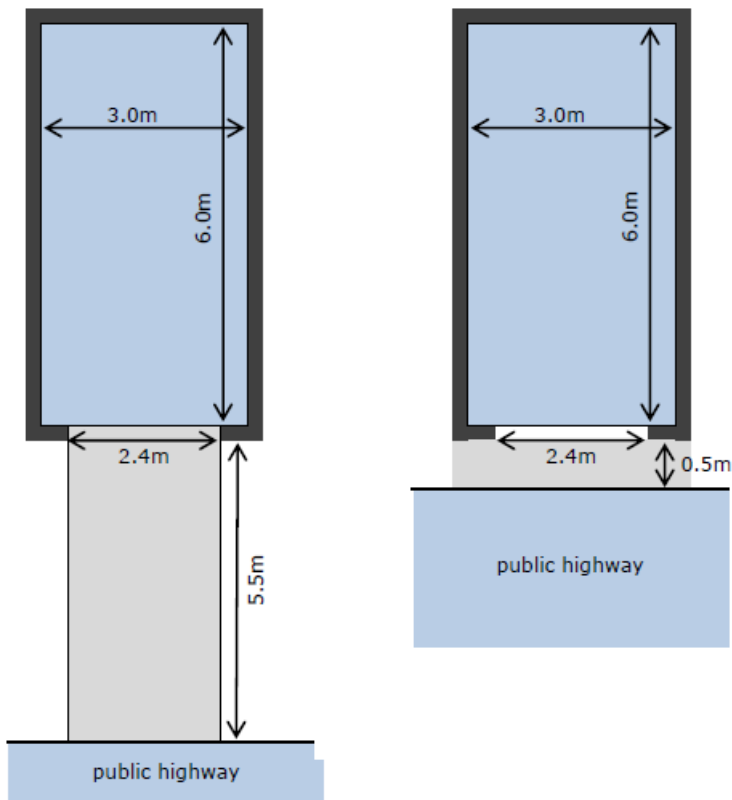
For parking parallel to the highway, each space shall measure no less than 2.4m wide by 6.0m long.

PARALLEL PARKING ARRANGEMENT



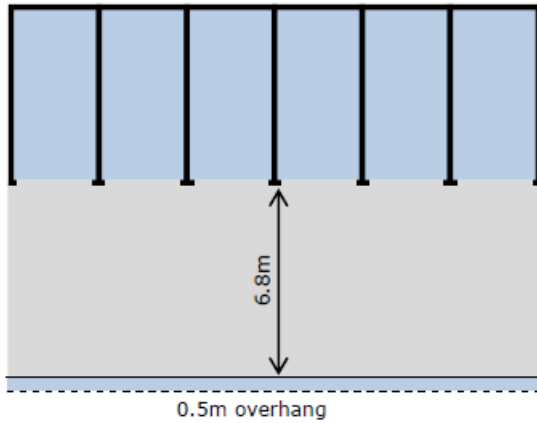
Garages, car ports or car barns must be designed so that they can be used for the parking of cars (rather than for storage), reducing the demand for on-street parking. The typical garage shall have minimum internal dimensions of 3.0m wide by 6.0m long. A minimum door width of 2.4m must be provided. A forecourt length of 5.5m allows for the garage door to be opened whilst a car is parked in the space in front of it. If no parking space is to be provided in front of the garage, the garage should be set back a minimum of 0.5m from the property boundary to allow for the door opening.

GARAGING



A forecourt depth of 6.8m shall be provided in front of a row of garages or car ports/barn blocks when it is possible for vehicles to overhang the adjacent footway or verge for at least .5m.

GARAGE FORECOURT DIMENSIONS



Side by side parking is preferred to in line parking, as it's often seen than inline provision for two cars ends up only being used by one vehicle due to the awkwardness of having to move one vehicle to get another out.

There shall be no more than 2 inline spaces per dwelling, including garages, car ports and barns.

Milborne St Andrew Parking Provision Per Dwelling.		
Number of Bedrooms	Parking Spaces	Unallocated Parking Spaces
1	1	1
2	2	½
3	3	½
4	3 or 4	½
5	4	½

Unallocated space numbers shall be rounded up per development.

Where a dwelling has a garage, which is big enough to be deemed to be one of the allocated spaces, there is a requirement to provide an extra ½ an unallocated space per garage for that dwelling (rounded up per development) this is due to the chances of the garage not being used for its designed purpose.

This requirement does not apply to car ports or car barns due to them not being suitable to be used for alternative purposes.

Where unallocated spaces are designed in car park type situation, Disabled spaces should be added to the existing number of spaces at a ratio of 1:10 or part thereof.

Parking bays for disabled people are designed so that drivers and passengers, either of whom may be disabled, can get in and out of the vehicle easily. They allow wheelchair users to gain access from the side and rear. Given the need for need for wheelchair access to the vehicles in these spaces, the width shall be 2.4m, and the length to 5m, however there shall be a marked boundary of 1.2m on both sides and to the rear. They shall also be marked as disabled spaces by means of road markings with a traditional wheelchair marking within the bay, and also a post mounted sign at the head of the bay to take account of leaf/snow covering the road markings.

PARKING SPACES FOR DISABLED PEOPLE

