

**Parking Know How
Bay Size
July 2016**



**Parking Know-How
Bay Sizes**



Off-street bays

When assessing the area needed for staff and customer parking, it should be noted that the current UK norm for parking spaces is 2.4 metres wide by 4.8 metres long. The space for manoeuvring (roadways) between bays is six metres.

These dimensions are neither minimum nor written in tablets of stone, and may be revised to suit your particular needs, but remember that good access and wider bays aids efficient use of the parking area.

Some car parks are now designed with a thick coloured outline around the bays, an area to enable better access.

On-street bays

The Traffic Signs Regulations and General Directions (TSRGD) 2002 prescribed a series of white bay markings to delineate areas of carriageway reserved for specified classes of vehicle or specified uses.

In TSRGD 2016 the dimensions for bay markings have been relaxed, apart from those for disabled badge holders. Whilst a minimum width of 1.8 m is specified, there is no longer a maximum width, nor a minimum or maximum length.¹ The intention is to allow traffic authorities flexibility in determining the bay or parking space size appropriate both for the intended vehicle type and the surrounding street environment.

Bay markings and parking spaces should be of sufficient length and width to fully accommodate the vehicles for which they are intended. In cases where larger vehicles, for example 4x4 type vehicles, cannot fit fully within the marking, it is recommended that traffic authorities use discretion over enforcement.

In addition to relaxing the permitted dimensions, traffic authorities now have the freedom to use alternative methods to create bays and spaces on the carriageway. This may include either colour-contrasting surfacing, or paving in a different pattern or appearance, to distinguish parking areas from the surrounding carriageway. No legend is included in these markings. The markings may be used in conjunction with upright signs.

In light of advice received from the Disabled Persons Transport Advisory Committee, minimum dimensions are still prescribed for bays reserved for disabled badge holders. These must be a minimum of 6.6 m long, 2.7 m wide, or 3 m wide where placed in the centre of the carriageway. There is an exception for cases where, on account of the nature of traffic using the road, the overall width of the carriageway is insufficient to accommodate a bay of that width.²

¹ TSRGD 2016 legislation http://www.legislation.gov.uk/ukxi/2016/362/pdfs/ukxi_20160362_en.pdf

² The Traffic Signs Regulations and General Directions (TSRGD) 2016 Circular https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/523916/DfT-circular-01-2016.pdf

The following diagrams for bays are taken from the TSRGD 2016 legislation:

Schedule 7 part 4.6 of TSRGD 2016³

Sign table — Schedule 7, Part 4			
(1) Item	(2) Description	(3) Diagram	(4) Variants in Part 5
6	Diagram 1028.4 Alternative types of parking bay— (a) at the edge of the carriageway and situated wholly on either the carriageway or footway; or (b) in the centre of the carriageway or partly on the carriageway and partly on the footway		1, 2, 5, 7, 10

- (1) "DOCTOR" may be omitted.
- (2) "DOCTOR" may be varied to: "BUSES", "CAR CLUB", "CYCLE HIRE", "DISABLED", "ELECTRIC VEHICLES", "ELECTRIC VEHS", "ELECTRIC MOTORCYCLES", "ELECTRIC M/CYCLES", "ELECTRIC M/CS", "LOADING", "LARGE OR SLOW VEHICLES", "PERMIT HOLDERS", "SOLO MOTORCYCLES", "SOLO M/CYCLES", "SOLO M/CS".
- (3) "ONLY" may be added after "DOCTOR" (or after a word or phrase used pursuant to subparagraph (2)).
- (4) Where the bay is reserved for an individual disabled badge holder, an alphanumeric identifier, with or without the word "ONLY" may be added after "DISABLED".

Sign table — Schedule 7, Part 4			
(1) Item	(2) Description	(3) Diagram	(4) Variants in Part 5
7	Diagram 1028.5 Area of carriageway reserved for taxis or, where the legend is varied as indicated in column (4), reserved for ambulances or police vehicles, where stopping by other vehicles is prohibited		6, 7, 8, 10
8	Diagram 1028.6 Parking bay for use by all vehicles or, where indicated by upright signs, by specified vehicles, and where at certain times, as indicated by upright signs, the bay is reserved for taxis, ambulances or police vehicles, where stopping by other vehicles is prohibited		2, 5, 7, 8

³ TSRGD 2016 legislation http://www.legislation.gov.uk/ukxi/2016/362/pdfs/ukxi_20160362_en.pdf

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Bay sizes for motorists with disabilities

Government guidelines (*Inclusive Mobility* published by DfT) recommend that 6% of parking should be allocated to disabled people, unless otherwise covered by local planning regulations. The guidance also recommends how to identify these spaces, with special markings and signage. It is recommended that parking spaces for disabled people are 3.6 metres in width, where the difference (1.2 metres) is yellow hatched to enable sufficient access for wheelchair users.

As described above the prescribed minimum dimensions for on-street bays as suggested by The Disabled Persons Transport Advisory Committee are 6.6m long and 2.7/3m wide.

Spaces for disabled motorists should be identified either by the wheelchair logo on the surface of the bay or with or without the words "DISABLED ONLY". They must display the appropriate sign at a driver's eye level. Advice on how to ensure that you cater for the needs of people with disabilities can be obtained from organisations such as Disabled Motoring UK and RADAR, with whom the BPA works closely.

The Equality Act 2010 is the primary legislation that encourages everyone to have due regard and make reasonable adjustments to meet the needs of motorists and passengers with a disability, including any changes to their car parks to ensure that there is no disadvantage to disabled people when using these services and facilities.

It must be noted that the Disability Discrimination Act or "DDA" is a piece of legislation that no longer exists; it was superseded by the Equality Act.

The Equality Act covers the widest spectrum, including those with auditory and visual impairments, as well as those with specific mobility difficulties. Remember, not everyone who is disabled is a wheelchair user – employers should positively give consideration and take action to meet the varying needs of disabled people wherever change may be necessary, through consultation, education and constant review at every level.

The BPA, DMUK and BCSC undertook major research in partnership with DfT in 2009, which indicated that the 6% one size fits all approach leads to oversupply in some situations and undersupply in others. It is expected that *Inclusive Mobility* will be superseded in 2012 with more flexibility in the guidance. The BPA recommends the following allocation:

Size of car park (no. of spaces)	Designated bay provision
1-50	Two + 3% total car park
51-200	Three + 3% of total car park
201-500	Four + 3% of total car park
501-1,000	Five + 3% of total car park
1,000+	Six + 3% of total car park

Bay sizes for motorcycles

Motorcycles have been a feature of our roads for well over a hundred years, parking is essential for them too and so parking spaces should be provided for them in car parks.

Motorcycles range in length from around 1900 mm for a moped to 2500 mm for a large cruiser. Most machines range from 700-1000mm wide (including handlebars, mirrors and fixed luggage) although in practice most machines are parked with handlebars turned to the locked

position which reduces both width and length. With a nominal 600mm spaced needed to mount/dismount.

Spaces for motorcycles should be identified by the words “MOTORCYCLES ONLY” on the surface of the bay.

The [Institute of Highway Engineers \(IHE\) Guidelines for motorcycling](#)⁴ suggest the follow bay dimensions based on the size of the machines:

On-street motorcycle parking bays will often follow a similar lay-out to car parking bays, ranging in depth from 1800 to 2700 mm (length varying according to circumstances) but with the motorcycles parked at right angles to the kerb rather than parallel. Generally, motorcycle parking bays are not marked out for individual machines, allowing flexible and efficient use of limited space.

In practice, the manner of parking means that even the largest machines should be capable of parking across a 2100 mm bay length without encroaching onto the carriageway, with an average effective width of around 1400mm per machine required, allowing for space needed to mount/dismount.

Motorcycle parking capacity is determined by the size of bay and of machines that use it. These figures serve as a guide to the total area needed to meet motorcycle parking demand or as an indicator of capacity for existing or proposed facilities.

The [Institute of Highway Engineers \(IHE\) Guidelines for motorcycling](#) say effective motorcycle parking is “near, clear, secure and safe to use”.

The leading riders rights organisation in the UK, the Motorcycle Action Group (MAG) provides useful examples of on-street and off-street parking for motorcycles in their [guidance](#)⁵. They believe that the most successful and safest designs are often the most simple. These are often based on simple steel rails or loops of various sizes especially in outdoor locations.

For on-street parking places they suggest anchor points are set into the carriageway near to the kerb-edge or into the wall or floor of off-road parking places. These can be easy and cheap to install, and allow riders to secure their bikes when parked. With a set height of about 60cm will accommodate a wide range of wheel sizes but hinder thieves using the floor or carriageway as leverage for bolt-cutters and jacks.

The following are examples of motorcycle bays:



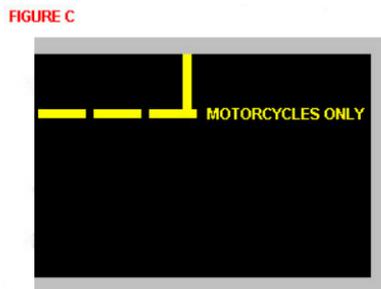
⁴ Guidelines for motorcycling, Institute of Highway Engineers (IHE), <http://www.motorcycleguidelines.org.uk/>

⁵ Secure Parking for Motorcycles, Motorcycle Action Group (MAG), http://www.mag-uk.org/publications/guides/secure_2002-04.pdf

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Bay sizes for coach parking

The site should have a hard surface (e.g. tarmac or concrete) with adequate foundation to withstand the wheel loads involved. The overall drainage of the site should be adequate to cope with storm water or flash floods.

The layout of the site should be designed to reduce the need for reversing manoeuvres. Where these are unavoidable, there should be an adequate area to safely execute the reversing or turning manoeuvres necessary.

There should be sufficient marked parking spaces to cater for the normally expected peak demand, although it would be sensible to cater for additional capacity as the improvement in facilities might be expected to create an increase in demand.

Each parking bay should be at least 15m by 5m to allow for safe manoeuvres, opening of doors, opening of side and rear luggage lockers and safe pedestrian movements (although ideally these passenger movements should be segregated for the vehicle parking and turning areas). It should be noted that more coaches may be equipped with lifts to improve access for wheelchair-bound and semi-ambulant passengers; extra space at the side will thus be needed.

Street furniture (such as lamp-posts, signs, seats, shelters, etc.) should be kept to a minimum subject to providing the desired facilities. It should be designed and marked to be highly visible under all lighting conditions and located in a sensible position to reduce the potential for accident damage (to both coach and facility).

The whole site should be well lit to ensure the safe execution of manoeuvres, the safety of passengers and the security of vehicles and their contents. The lighting should be from a high level to prevent glare during manoeuvres and reduce the potential for vandalism.

How to decide a bay size

The amount, type and design of any parking is critical, different sizes and types for different purposes. There is an inter-relationship between bay size and a transport strategy, as the size and characteristics of the area will have a significant effect upon the breadth of its objectives.

[Planning Policy Guidance 13: Transport](#)⁶ is the main policy guidance on the role of parking in managing travel demand. PPG 13 sets out a range of national maximum parking standards for certain types of development, above given thresholds listed in Annex D of the guidance.

Table 3.1 Example of how maximum parking levels are set.

PPG13 maximum parking levels			
National maximum parking levels – all areas (fixed)			
Regional Transport Strategy maximum parking levels (example)			
Rural areas	Urban areas	Town and city centres	
90% of national maxima	70% of national maxima	50% of national maxima	
Local authority Development Plan maximum parking levels (example)			
Rural areas	Suburban areas	Inner areas and public transport nodes	Town centres
100% of regional maximum	80% of regional maximum for urban areas	60% of regional maximum for urban areas	50% of regional maximum for urban areas, and a presumption of zero private non-residential provision

Undertaking a Transport Assessment of the area will determine the demand and method for parking. It will determine the maximum parking levels which will vary with different types of development and different areas.

Always refer to the local planning department as they may have rigorous standards.

A parking management strategy should be written, for assistance with this please see *The Institute of Highways and Transport* publication [Parking Management and Strategies](#)⁷.

It is important to work in partnership with businesses and local government where appropriate, to support other travel plans and transport strategies. The availability of parking has a major influence on the choice of means of transport and the local economy.

⁶ Planning Policy Guidance 13: Transport, Department for Communities and Local Government, published 5th May 2006

⁷ Parking Management and Strategies, The Institute of Highways and Transport, published July 2005

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