

## Car Ownership Levels

The Communities and Local Government's (CLG) publication Residential Car Parking Research (May 2007) identifies the trend in growth of average car ownership per household in Great Britain. Using 2001 as the base with an average of 1.0 cars per household, it predicts average car ownership to rise to just over 1.1 cars per household in 2016 and to just below 1.2 cars per household in 2026 and to approximately 1.25 cars per household in 2036. Using the information from the 2001 census CLG has produced a matrix of average car ownership values for properties of different sizes distributed across different geographical locations and has projected these figures forward to 2026 using the growth of car ownership projections; Tables 1 and 2 identify the portions of the tables appropriate to South Cambridgeshire. The following categories in the CLG table have been omitted, as they do not apply to South Cambridgeshire; Inner London and City Centre; Urban, as the settlements in South Cambridgeshire are primarily residential and do not comprise "a reasonably balanced mix of residential and employment areas"; and Remote Rural, being "greater than 10km from the nearest town", very little of South Cambridgeshire does not lie within 10km of Cambridge or the surrounding towns of St. Ives, Huntingdon, St. Neots, Sandy, Biggleswade, Royston, Saffron Walden, Haverhill, Newmarket and Ely. This leaves two categories for inclusion as applicable to South Cambridgeshire, Suburban (settlements that are designated as urban centres i.e. 100 hectares or over in size and predominantly residential with few business premises) and Rural (settlements that are not designated as urban centres i.e. less than 100 hectares in size, but are within 10km of a town).

Table 1: 2001 Average Car Ownership Values

| Number of Rooms | Rural   |         | Suburban |         |
|-----------------|---------|---------|----------|---------|
|                 | Flats   | Houses  | Flats    | Houses  |
| 1               | X       | X       | 0.4-0.9  | X       |
| 2               | 0.6-1.0 | X       | 0.6-0.9  | X       |
| 3               | 0.6-1.0 | 0.9-1.2 | 0.6-0.8  | 0.8-1.1 |
| 4               | 0.7-1.1 | 1.0-1.2 | 0.7-0.9  | 0.9-1.1 |
| 5               | 1.0-1.4 | 1.2-1.5 | 0.9-1.2  | 1.0-1.4 |
| 6               | 1.3-1.8 | 1.4-1.7 | 1.0-1.5  | 1.1-1.5 |
| 7               | X       | 1.6-1.9 | X        | 1.4-1.8 |
| 8               | X       | 2.0-2.3 | X        | 1.7-2.1 |

Notes: The number of rooms is as defined in the 2001 Census "The count of the number of rooms in a household's accommodation does not include bathrooms, toilets, halls or landings, or rooms that can only be used for storage. All other rooms, for example, kitchens, living rooms, bedrooms, utility rooms and studies are counted. Cells marked X are where insufficient data was available to provide representative values

Table 2: 2026 Average Car Ownership Values

| Number of Rooms | Rural   |         | Suburban |         |
|-----------------|---------|---------|----------|---------|
|                 | Flats   | Houses  | Flats    | Houses  |
| 1               | X       | X       | 0.4-1.1  | X       |
| 2               | 0.7-1.1 | X       | 0.7-1.0  | X       |
| 3               | 0.7-1.1 | 1.1-1.4 | 0.7-1.0  | 1.0-1.2 |
| 4               | 0.9-1.3 | 1.2-1.4 | 0.8-1.1  | 1.0-1.3 |
| 5               | 1.2-1.7 | 1.5-1.7 | 1.0-1.4  | 1.2-1.6 |
| 6               | 1.6-2.1 | 1.6-2.0 | 1.2-1.7  | 1.4-1.7 |
| 7               | X       | 1.9-2.3 | X        | 1.6-2.1 |
| 8               | X       | 2.3-2.7 | X        | 2.0-2.4 |

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Car Ownership 2001 Census Data by South Cambridgeshire Parish identifies the car ownership levels for households with no cars or vans, one car or van, two cars or vans and with three or more cars or vans. These figures indicate that that as expected levels of car ownership rise as convenient access to facilities by walking, cycling or public transport reduces. The Council policy is to provide an average of 1.5 spaces per dwelling across the district (up to a maximum of 2 per 3 or more bedrooms in poorly accessible areas). Overall the average number of vehicles per household identified in the 2001 census falls within the policy requirement; with average vehicle ownership levels per household in all the rural centres and minor rural centres, except one, being 1.5 or less; and average vehicle ownership levels per household in group villages and infill villages being between 1.6 and 2.0, except for seventeen villages which have lower levels due generally to having good access to facilities.

As the 2001 vehicle ownership levels are approaching the current policy requirement on the provision of car parking spaces and car ownership levels are predicted to continue to rise, it would be prudent to increase the levels of car parking provision within the district, outside the Cambridge fringe locations, to prevent future problems within developments and their surrounding areas due to an under provision of spaces. Tables 1 and 2 suggest vehicle ownership levels rising by 0.1 vehicles for the smallest households up to 0.4 vehicles for the larger households in 2026. The plan period is up to 2031 therefore the vehicle ownership levels could be expected to have increased further beyond the 2026 prediction. It would be prudent therefore to increase the Council’s current car parking standards overall by 0.5 vehicles per dwelling to a new requirement to provide an average of 2.0 spaces per dwelling across the district, with an average of 2.5 per property of 3 or more bedrooms in poorly accessible areas.

Within the above overall requirement to provide car parking spaces developers should allocate car parking spaces/garaging for properties to new residential developments in South Cambridgeshire based on the average car ownership values set out in Table 2. The Suburban figures should apply to new settlements with good public transport connections, Rural Centres and Minor Rural Centres. In the Rural Centres category, Impington is 90.5 hectares in size just below the threshold, but is regularly considered jointly with Histon, which is above the threshold; and Stapleford is significantly below the threshold at 56.03 hectares in size, but for consistency should be considered the same as the other Rural Centres. In the Minor Rural Centres category, Gamlingay is 93.63 hectares in size and Willingham is 96.4 hectares in size, both close to the threshold and for consistency should be considered the same as the other Minor rural Centres; whilst Waterbeach is lower at 79.59 hectares, but should be considered the same as the other Minor rural Centres for consistency. Additionally Girton at 113.76 hectares in size and Milton at 92.97 hectares in size, both of which lie on the fringes of the city of Cambridge should be included in Suburban category for the purposes of calculating the demand for residents' car parking in new residential developments. All other villages in the Group Villages and Infill Villages categories should be considered as Rural for the purposes of calculating the demand for residents' car parking in new residential developments.

Additionally developers will need to provide car parking spaces for visitors. The disposition of these spaces will be just as important in determining what is an adequate provision as the actual number of spaces provided. In consequence, it is not intended to lay down specific required levels of provision but that each proposal will be assessed according to the characteristics of the layout. The developer should propose a design-led approach to the incorporation of car parking within the development, appropriate to the site location and the residential typologies proposed, that addresses the need for allocated and / or unallocated spaces for residents and visitor parking. The proposed number of habitable rooms per property type will determine the level of parking provision for that property type as set out in Table 2, multiplied by the proposed number of each property type will establish the base number of parking provision for residents. This number will have to be multiplied in accordance with Table 3 to offset the loss of efficiency of any proposed allocated parking provision to determine the overall provision for residents. Visitor parking provision will also be required, the level subject to the site location, the accommodation type and the proportion of allocated and unallocated spaces.

### **Unallocated Car Parking**

The Communities and Local Government's publication Residential Car Parking Research (May 2007) highlights that allocating car parking spaces to specific properties reduces the efficiency of car parking provision as not all households own a car. Car parking spaces will be provided but not used, especially where this provision is on-plot, whilst some other households may have more cars than allocated spaces, requiring additional spaces to be provided to accommodate these vehicles. Table 3 sets out the additional demand for car parking spaces when one or two car parking spaces are allocated to dwellings, as identified by CLG.

Table 3: Typical Additional Demand for Unallocated Parking

| Average Car Ownership<br>Per Dwelling | Typical Additional Demand for Unallocated Parking |   |
|---------------------------------------|---|---|
|                                       | With 1 Allocated Space<br>Per dwelling            | With 2 Allocated Spaces<br>Per dwelling |
| 0.1                                   | 0.0   | 0.0                                     |
| 0.2                                   | 0.0   | 0.0                                     |
| 0.3                                   | 0.0   | 0.0                                     |
| 0.4                                   | 0.0   | 0.0                                     |
| 0.5                                   | 0.1   | 0.0                                     |
| 0.6                                   | 0.1   | 0.0                                     |
| 0.7                                   | 0.1   | 0.0                                     |
| 0.8                                   | 0.2   | 0.0                                     |
| 0.9                                   | 0.2   | 0.0                                     |
| 1.0                                   | 0.2   | 0.0                                     |
| 1.1                                   | 0.3   | 0.0                                     |
| 1.2                                   | 0.4   | 0.1                                     |
| 1.3                                   | 0.4   | 0.1                                     |
| 1.4                                   | 0.5   | 0.1                                     |
| 1.5                                   | 0.6   | 0.1                                     |
| 1.6                                   | 0.7   | 0.1                                     |
| 1.7                                   | 0.8   | 0.2                                     |
| 1.8                                   | 0.8   | 0.2                                     |
| 1.9                                   | 0.9   | 0.2                                     |
| 2.0                                   | 1.0   | 0.3                                     |
| 2.1                                   | 1.1   | 0.3                                     |
| 2.2                                   | 1.2   | 0.4                                     |
| 2.3                                   | 1.3   | 0.4                                     |
| 2.4                                   | 1.4   | 0.5                                     |
| 2.5                                   | 1.5   | 0.6                                     |
| 2.6                                   | 1.6   | 0.6                                     |
| 2.7                                   | 1.7   | 0.7                                     |

Maximum flexibility and therefore efficient use of car parking spaces is attained through providing unallocated parking spaces. This has the potential to reduce the perception of safety for both the vehicle and people walking between the property and the vehicle.

## **Residential Garages**

Where developers provide garages they are often of a size standard that relates to older cars of smaller size than their modern counterparts. Where this is the case residents find it difficult to garage their vehicles, resulting in garages being under used. Also residents frequently use garages as storage, due to the inadequate levels of storage provided within homes, which also displaces parking. The Council in its District Design Guide: High Quality and Sustainable Development in South Cambridgeshire advises garages should be of sufficient size to accommodate a large car together with cycle storage and, some degree of other storage and room to pass garaged cars with wheeled bins. To accommodate this garages should have minimal internal dimensions of 3.3m X 6.0m with an additional allowance of 1.0m at the end or 650mm – 750mm at the side. Garages of such minimum dimensions will be eligible for inclusion in the assessment of car parking provision for the development; whilst garages that fail to meet this minimum standard will not be eligible for inclusion in the assessment of car parking provision for the development.

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