

UNIVERSITY OF BRADFORD

Environmental Strategy Group Sub-Committee

CAR PARKING PROVISION POLICY**Introduction**

Higher Education establishments are major generators of travel and in conjunction with our close proximity to city the centre, the University recognises that we play a significant role in influencing Bradford's transportation patterns.

The University also recognises that the availability of parking influences the choice of means of transport, that there is a need to make the best use of the existing transport network and the need to reduce reliance on the motor vehicle.

Managing the amount of car parking in new developments, redevelopments and expansions is therefore essential, as part of a package of transport measures, to promote more sustainable travel choices.

Guidelines

- Ensure that, as part of a package of transport measures, the provision of car parking spaces for new developments, redevelopments and expansions is managed in accordance with the maximum allowances as set by Bradford Metropolitan Council
- Designated disabled parking spaces should be provided adjacent to building entrances. Where this is not feasible spaces should be provided within 100m of the building
- Provide designated disabled parking spaces in accordance with current best practice and conform to Part M of the Building Regulations
- Consider the appropriate provision of visitor and motorcycle parking spaces
- New car parking provision will be managed and allocated in accordance with the University's car parking permit charge system
- Car parking should always be lit and adequately signed

Maximum Parking Provision

The University of Bradford's maximum car parking provisions are based upon national benchmarks, as set out in PPG13 – Transport Planning, and on maximum allowances as stipulated by Bradford Metropolitan District Council.

Use	PPG13 Maximum Car Parking Space Allowance	BMDC Standards Maximum Allowance
Higher Education Buildings	1 per 2 staff + 1 per 15 students*	Reduce 25%
Conference Facilities	1 per 5 visitors**	Reduce 25%
Residential Accommodation	1 per 2 beds	Reduce 25%
Sports/Leisure (above 1000m ²)	1 per 22m ²	Reduce 25%
Sports/Leisure (below 1000m ²)	1 per 4 visitors/staff	Reduce 25%
Health Centre	3 per consulting room	Reduce 25%
Day Nursery	3 per 4 staff	Reduce 25%

*Relates to the total number of students attending the establishment

**Based on maximum capacity

Disable Parking Provision

Parking for disabled drivers is additional to the maximum parking standards.

Spaces for disabled drivers will be provided at the following rates:

- For car parks under 200 spaces – Individual bay per disabled driver or 5% of capacity (whichever is the greater)
- For car parks over 200 spaces – Individual bay per disabled driver plus 2% of capacity

For new developments, redevelopments and expansions, where a reduced number of car parking spaces is provided (below the maximum standards), disabled parking provision will still be calculated against the maximum standard.

Visitor Parking Provision

Visitor parking is to be provided from the allocation to staff, with the exception of conference and sports facilities. Each case for visitor parking is therefore considered on its own merits.

Motorcycle Parking Provision

Motorcycle parking provision is additional to those for motor vehicles and should be provided at car parks of 25 or more spaces at the rate of 1 per 25 car parking spaces.