# Draft Parking Standards for New Developments

## Buckinghamshire Local Plan Policy TR3

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# 1. Introduction

The diverse nature of promoted development and socio-economic circumstances in Buckinghamshire means that a context-based approach must be used to identify appropriate parking provision.

The standards set out in this document reflect what the council deems as the most appropriate amount of parking required to support growth without causing adverse effects to our residents, visitors and neighbourhoods. They are designed to ensure that parking provision is proportionate, well designed and appropriate to its local context, supporting effective land use, accessibility and everyday needs.

The standards support the delivery of the Local Plan for Buckinghamshire (LP4B) and Local Transport Plan (LTP5) vision and objectives to reduce emissions, create high quality places and improve sustainable transport choices.

The outlined approach will help developers in determining appropriate parking levels and parking management activities for their development proposals which will help accelerate the determination of planning applications. As the highway authority, Buckinghamshire Council will refer to these standards to advise on the suitability of parking-related policies in neighbourhood plans.

This document replaces the previous Parking Guidance for New Developments. It introduces guidance on car clubs and mobility hubs to help promote enhanced transport choices that enable developments to cater to all modes of transport. It also sets out how parking provision should be effectively monitored, managed and enforced to maintain compliance and prevent misuse.

# 2. Developing the standards

This chapter sets out the evidence base used to shape Buckinghamshire's parking standards ensuring they are robust and reflective of real-world needs across the county. The national and local policies that underpin the parking standards are outlined in Appendix 1.

## 2.1 Baseline evidence review

To define the parking standards, a baseline evidence review was carried out which included benchmarking existing standards against those used by other UK local authorities, analysis of TRICS parking occupancy data for key land uses across England, and assessment of the 2011 and 2021 car ownership data and travel patterns in Buckinghamshire.

A GIS-based accessibility assessment was also undertaken which assessed selected locations based on public transport access, proximity to amenities, active travel rates and local car ownership.

This evidence review found that the existing standards generally provide sufficient parking and are broadly aligned with those of comparable local authorities. However, in order to better support the development management policies in the new LP4B and align with LTP5 vision and objectives to create high quality and connected places, promote sustainable transport and reduce transport emissions, the existing parking standards would need to be updated to reflect current data and be aligned with current national building regulations.

Additional insight was also gathered from parking surveys undertaken at five residential and five non-residential sites across Buckinghamshire, which assessed parking occupancy and level of garage provision in existing developments. The surveys found that residential developments typically have high garage provision and high levels of on-street parking. Non-residential sites survey found more variable and more intense short-term parking pressures, particularly those associated with retail or commuter activity. These findings reinforce the need to not only provide the right amount of parking spaces but also ensure parking is practical, well-managed, and aligned with real parking behaviour.

## 2.2 Designing the Zoning framework

Buckinghamshire has a mix of densely populated towns such as Aylesbury, High Wycombe, Amersham, Chesham and Buckingham and a large number of small rural communities. Zoning is used to tailor parking standards to reflect differences in settlement type, accessibility, land availability and travel behaviour responding to real-world needs in various contexts across Buckinghamshire.

In rural and less accessible locations, higher parking provision reflects longer travel distances and the practical need for car access. Town centres and other highly connected locations by contrast require variation and flexibility in parking provision due to constrained land availability, higher public transport accessibility and proximity to key services.

Recent changes to the National Planning Policy Framework (NPPF) have emphasised a focus on promoting sustainable 'vision led' developments in areas with strong public transport provision and good access to key services. Evidence from the Buckinghamshire's Urban Potential Study finds that town centres, high streets and other well connected locations in Buckinghamshire have distinct development needs arising from land constraints, access to a wider range of transport options and opportunities for shared use parking. These conditions create opportunities to tailor parking provision to the characteristics of the location by making use or enhancing available public transport options, creating more walkable and attractive places while continuing to accommodate essential car access. This approach aligns with the priorities set out in the council's Local Transport Plan (LTP5), which promotes well-connected development, improved accessibility and a wider range of travel choices.

To assess how accessible and well-connected towns across Buckinghamshire are, and to identify opportunities to optimise development density, a connectivity and accessibility

assessment was undertaken. The Department for Transport's (DfT) connectivity tool was used to identify locations with the highest connectivity, which were then assessed against the connectivity criteria set out in Appendix 2. The assessed locations were subsequently validated against the LP4B evidence base, resulting in the designation of a new Town Centre Parking Zone.

The new Town Centre parking zone is comprised of a 15-minute (1 km) walkable radius within the town centres of Aylesbury, Amersham, Beaconsfield, Buckingham, Chesham, Gerrards Cross, High Wycombe, Marlow and Princes Risborough. These locations benefit from strong connectivity enabling more effective and efficient town centre development. Winslow was also included within this zone in recognition of its planned growth and new railway station, which will strengthen local transport connectivity.

## 2.3 The zones

The parking standards apply a four-zone framework for residential parking and a two-zone framework for non-residential parking to differentiate parking standards across urban and rural areas. This zoning framework is described in table 1.

*Table 1. Buckinghamshire residential parking standards zones*

| **Zoning for Residential Parking standards** | |
|---|---|
| **Zone** | **Guiding Criteria** |
| 'Town Centre' Zone | High accessibility areas defined by a 15-minute (1km) walking radius within Amersham, Aylesbury, Beaconsfield, Buckingham, Chesham, Gerrards cross, High Wycombe, Marlow, Princes Risborough and Winslow. |
| Zone A | Principal urban areas with over 70,000 residents and strong access to public transport and key services. |
| Zone B | Market towns, large villages or neighbourhoods located on the edge of urban areas with 8,999 to 69,999 residents, moderate transport accessibility and good access to services. |
| Zone C | Rural areas comprising dispersed villages with limited transport connectivity and fewer local services. |
| **Zoning for non-residential parking standards** | |
| **Zone** | **Guiding criteria** |
| Zone 1 | Tier 1 and 2 settlements: Aylesbury, High Wycombe Amersham, Beaconsfield, Buckingham, Chalfont St Peter & Gerrards Cross, Chesham, Marlow, Princes Risborough, Wendover. |
| Zone 2 | Covers the rest of the settlements. See Buckinghamshire's Settlement Hierarchy |

A map of the residential zones, a list of wards in each residential zone and a list of settlements in the non-residential zones can be found in Appendix 3, Appendix 4 and Appendix 5 respectively and should be referred to in identifying which standards are appropriate for a proposed development.

The extent of the zone boundaries is not intended to be applied rigidly as the flexibility of the parking standards creates the opportunity to consider local circumstances and development needs where zoning variations can be evidenced and justified.

# 3. The standards

This chapter sets out the recommended number of parking spaces for different types of residential and non-residential land uses.

All development sites will be required to provide parking within close proximity of the building it is associated with unless specific local circumstances can be evidenced to justify an alternative parking location.

It is the developer's responsibility to make sure that any changes to an existing property such as extensions or garage conversions, retain sufficient parking to meet the parking standards specified and that retention of adequate parking within the curtilage is not prejudiced.

Early engagement with Buckinghamshire Council is recommended to ensure that parking provision is appropriately planned and managed to prevent overspill onto public roads and minimise negative impacts on communities and the surrounding highway network.

## 3.1 Residential car parking standards

The parking standards set out in Table 1 have been developed using the comprehensive baseline evidence review outlined in section 2.1. They reflect what the Council deems as the most appropriate amount of parking required to support growth without causing adverse effects to our residents, visitors and neighbourhoods.

*Table 2. Buckinghamshire residential parking standards*

| Dwelling size | Town Centre Zone | Zone A | Zone B | Zone C |
|---|---|---|---|---|
| **1 bedroom** | 0.5 | 1 | 1.5 | 1.5 |
| **2 bedrooms** | 1.0 | 1.5 | 2.0 | 2 |
| **3 bedrooms** | 1.5 | 2.0 | 2.0 | 2.5 |
| **4 bedrooms** | 1.5 | 2.0 | 2.5 | 3.0 |
| **5 bedrooms** | 2.0 | 2.5 | 3 | 3.5 |

The standards should not be rounded up to the nearest whole number. Dwellings should be allocated the lower whole number, and any fractional spaces pooled together and distributed within the development's communal or unallocated parking. Site design must accommodate the total site parking space requirement which must be rounded up.

Developers must provide visitor parking equivalent to 20% of the total parking provision, unless at least half of all parking spaces within the development are unallocated. An appropriate mix of allocated and unallocated parking should be provided throughout the development to avoid inappropriate and dangerous parking.

Unallocated spaces should support sustainable travel objectives by prioritising provision for car clubs, electric vehicles, and shared micro-mobility before general parking use.

There is less opportunity to accommodate unallocated parking and visitor parking in smaller developments (under 10 dwellings) due to site limitations. Table 2 provides higher parking standards for these types of developments to accommodate the lack of unallocated and visitor parking space provision.

*Table 3. Buckinghamshire car parking standards for smaller developments (under 10 dwellings)*

| Dwelling Size | Zone A | Zone B | Zone C |
|---|---|---|---|
| **1 bedroom** | 1.0 | 1.0 | 2.0 |
| **2 bedrooms** | 2.0 | 2.0 | 2.0 |
| **3 bedrooms** | 2.0 | 2.0 | 3.0 |
| **4 bedrooms** | 2.0 | 3.0 | 3.0 |
| **5 bedrooms** | 3.0 | 3.0 | 4.0 |

Parking provision for Houses in Multiple Occupation (HMOs) should generally be aligned with other residential dwellings, allowing for flexibility where there is evidence that this would not be appropriate.

## 3.2 Non-residential car parking standards

The non-residential car parking standards in table 3 have been derived from current parking guidance which used TRICS parking occupancy rates for different land uses across England. The standards have been validated by benchmarking and aligned with current national policies and guidelines.

*Table 4. Buckinghamshire non-residential car parking standards*

| Land Use Class | Zone 1 | Zone 2 |
|---|---|---|
| **Storage and Industrial** | | |
| B2: General Industrial | 1 space per 64 sqm | 1 space per 39 sqm |
| B8: Storage and Distribution | 1 space per 130 sqm | 1 space per 120 sqm |
| B8: Data centres* | Case by case | Case by case |
| **Residential Institutions and Hotels** | | |
| C1: Hotels, boarding and guest houses | 1 space per bedroom | 1 space per bedroom |
| C2: Nursing and Care homes | 1 space per 3 residents (unallocated) | 1 space per 3 residents (unallocated) |
| C3: Sheltered accommodation and retirement flats | 1 space per 4 units (unallocated) | 1 space per 3 units (unallocated) |

| | | |
|---|---|---|
| C4: Houses in multiple occupation (HMO) | See residential parking standards | See residential parking standards |
| **Class E: Commercial, Business and Service** | | |
| E(a)(i) Non-food retail | 1 space per 38 sqm | 1 space per 36 sqm |
| E(a)(ii) Food retail | 1 space per 20 sqm | 1 space per 17 sqm |
| E(b) Sale of food and drink for consumption (mostly) on the premises. | 1 space per 17sqm | 1 space per 12 sqm |
| E (c) (i), E (c) (ii) and E (c) (iii): Professional and Financial services | 1 space per 34 sqm | 1 space per 25 sqm |
| E(d) Indoor sport and recreation | 1 space per 62 sqm | 1 space per 26 sqm |
| E(e) Medical or Health services | 1 space per 20 sqm | 1 space per 14 sqm |
| E(f) Creche, Day nursery or Day centre | Case by case | Case by case |
| **F1 Learning and non-residential institutions** | | |
| F1(a)** Primary School, Secondary School, Sixth form and College, Higher and Further education | Case by case and in line with school travel plan | Case by case and in line with school travel plan |
| F1 (a)** SEND School | Case by case and in line with school travel plan | Case by case and in line with school travel plan |
| F1(d) Libraries | Case by case | 1 space per 50 sqm |
| F1(f)Worship and Religious use | 1 space per 25 sqm | 1 space per 10 sqm |
| **F2: Local Community** | | |
| F2 (a) Shop(>280m2) | Case by case | Case by case |
| F2 (b) Halls or public meeting places | 1 space per 25 sqm | 1 space per 8 sqm |
| F2 (c) Outdoor sport or recreation | Case by case | Case by case |
| F2 (d) Indoor or outdoor swimming pools or Skating rinks | 1 space per 62 sqm | 1 space by 26 sqm |
| **Sui Generis** | | |

| | | |
|---|---|---|
| Hot food takeaways and drive throughs | 1 space per 23 sqm | 1 space per 8 sqm |
| Cinemas and Concert halls | 1 space per 12 seats | 1 space per 6 seats |
| Dance halls, Bingo, Casinos | 1 space per 21 seats | 1 space per 15 seats |
| Live music venues and Theatres | Case by case | Case by case |

Where specific use classes are not included in this document, provision will need to be assessed and determined on a case-by-case basis.

Developers are encouraged to identify shared parking opportunities early in the design process, both within the development and with nearby sites to manage peak demand and make best use of underutilised spaces. Parking requirements for all uses must be appropriately assessed and met.

### 3.2.1 Data Centres*

Parking provision for data centres should be determined through site-specific Transport Assessment that prioritises actual operational requirements over standard floor space ratios for B8 use class. Data centres tend to have low staffing levels relative to their size and therefore reasonable adjustments should be made based on typical staffing requirements and staff shift patterns. However, where a facility includes significant ancillary office space (Class E), the appropriate office parking standards will be applied specifically to that portion of the development.

The site layout must prioritise the safe movement of operational vehicles within the site boundary and without impeding on the public highway. Sustainable transport infrastructure must also be incorporated as set out in the standards including the provision of changing rooms, showers and storage lockers for staff.

### 3.2.2 School parking**

Parking provision for schools must be determined through a Transport Assessment and supported by a School Travel Plan. Development proposals must support the range of transport choices in the Getting to School Strategy by integrating with the wider walking, wheeling, cycling, and public transport network and ensure safe access for all users. Essential parking should be balanced with safe and efficient drop off and pick up arrangements that reflect local travel patterns and complement school travel initiatives such as those identified in the Getting to School Strategy.

Developers should explore opportunities for shared parking with other land uses (e.g., community facilities, sports grounds, or adjacent developments) ensuring any such arrangement is safe, accessible, has clear signage, does not conflict with traffic flow and has agreed long-term management responsibilities.

### 3.2.3 Operational and overnight parking requirements

Operational space for goods vehicle loading and unloading will be assessed on the merits of each development proposal.

Where land uses involve overnight occupancy or extended vehicle retention such as hotels and guest accommodation, hospitals and care facilities, industrial, logistics and other employment land uses, parking provision must reflect actual operating requirements, including sufficient space for Heavy Goods Vehicles (HGVs), safe access and on-site turning, waiting areas and appropriate driver welfare facilities such as showers, toilets and rest areas in line with the Freight and Logistics Strategy priorities.

Daytime operational parking and overnight rest needs should be fully accommodated on site to prevent displacement into neighbouring areas and maintain the safety of all road users.

## 3.3 Flexibility in residential and non-residential parking standards

The parking standards outlined are intended to provide a clear starting point for assessing parking needs in new development proposals and are not a one size fits all approach. The appropriate level of parking provision should be determined having regard to the characteristics of the development and its context. The proposed level of provision must therefore be assessed alongside contextual factors, strategic development objectives, economic viability considerations and the need for flexibility in land use. Any alternative approaches must be supported by appropriate long-term mitigation, management and monitoring measures, delivered and funded through the development.

Evidence used to justify the proposed level of parking provision should take into account the following considerations:

- highway safety and access to and from the site;
- servicing and manoeuvring requirements;
- the accessibility and connectivity of the development to a wide range of services and facilities by public transport, cycling and walking;
- local circumstances such as topography, quality of public transport and active travel infrastructure;
- the needs of potential occupiers, users and visitors, now and in the future;
- the amenity of existing and future occupiers and users of the development and nearby properties; and
- opportunities for shared use parking, where locations and patterns of use allow this.

The standards allow flexibility where there is clear evidence that applying the specified levels of parking provision would not be appropriate. In such cases, it will remain the responsibility of Buckinghamshire Council to assess whether the evidence provided is sufficient and robust. Buckinghamshire Council also retains discretion to advise on what

level of parking provision is appropriate in circumstances where evidence supports a variation to the standards.

### 3.3.1 Residential and non-residential parking in town centres and urban areas

Traditional site-based minimum standards do not always align with town centre parking requirements as this is typically dominated by flatted developments and significantly influenced by development land availability and irregular plot shapes. These locations tend to be well connected by public transport and in close proximity to key amenities which evidence has shown, lends to context-appropriate parking standards.

The standards provide consideration for town centre parking provision through the 'Town Centre' zone for locations where context-based standards can be applied. In some instances, a holistic shared use approach may be appropriate and should be considered.

In high connectivity areas, a reduction in visitor parking requirements or complete waiver may also be considered where it can be evidenced that it would not lead to unacceptable parking stress and appropriate mitigation measures can be applied.

Further flexibility may be requested by Buckinghamshire Council to meet the specific needs of developments identified in LP4B, the Regeneration Strategies and to progress the LTP5 objectives to reduce emissions, improve transport choices and create high quality places.

Any development proposing reduced or shared use parking will need to clearly evidence how parking demand has been assessed and accommodated. Mitigation measures for safeguarding residential areas, on-street parking and supporting sustainable transport will need to be agreed through the planning process and must include considerations for implementing, enforcing and monitoring in line with agreed travel plans and travel plan reporting guidelines.

### 3.3.2 Transport Hubs

The Government's proposed NPPF changes introduce a new policy which favours denser developments in accessible places, with an emphasis on active travel and public transport networks. This move establishes clear expectations for adapting parking provision to align growth with availability of sustainable transport options. The parking standards will play a vital role in supporting relevant development plans which meet these requirements.

Alongside our 'Town Centre' zone approach, where a development proposal falls within walking distance of a qualifying station (as described in the NPPF) and is physically well related to it, a vision led approach to transport planning must demonstrate that trips can be supported through sustainable transport options, and the existing or proposed infrastructure has sufficient capacity to support the proposed level of parking provision.

### 3.4 Blue badge car parking standards

Parking provision should be made for car parking spaces for disabled motorists wherever conventional parking spaces are provided. In residential areas where on-street parking/shared is limited, consideration should be given to residents with disabilities.

Developers will be required to meet the minimum requirements set out in table 4 which is recommended based on BS 8300-2:2018 Inclusive Mobility and benchmarking. Further guidelines are provided by BS 8300 for small or large sites to ensure proportional parking provision.

*Table 5. Buckinghamshire blue badge parking standards*

| Aspect | Number of bays |
|---|---|
| General industrial, storage and distribution, and other employment uses | 1 space per disabled employees plus 5% of total capacity (minimum of 2) |
| Other non-residential use classes | 6% of total capacity (minimum of 3) |
| Accessible EV charging spaces | 5% of total EV bays |

### 3.5 Electric Vehicle (EV) parking standards

EV parking spaces will typically be counted as part of, and not in addition to, the standards outlined in sections 1 and 2.

Developers must provide Electric Vehicle (EV) charging infrastructure in accordance with the current government regulations set out in the Building Regulations Part S, 2022 and associated technical guidance.

Charge points must meet minimum standards under Regulation 44J , which requires they provide a reasonable power output, run on a dedicated circuit and are compatible with all vehicles intended to use them. Charge points must also be installed in accordance with BS 7671 to ensure safe electrical design, installation and protection.

### 3.6 Cycle parking standards

All new developments will be required to include high quality and covered cycle parking infrastructure that complements existing infrastructure and schemes identified in the Buckinghamshire LCWIP. Minimum requirements for residential and non-residential cycle parking are set out in Table 6 based on recommendations in the Local Transport Note 1/20.

Where total provision exceeds 20 spaces, at least 5% of spaces must be designed for non-standard cycles, such as cargo bikes, tricycles, and adapted cycles to support inclusivity for users with mobility impairments.

Changing, showering, and storage facilities should also be provided to encourage cycling, particularly at employment sites. Where possible, charging points for e-bikes should also be provided.

*Table 6. Buckinghamshire cycle parking standards*

| Land uses | Standard/Long Stay requirement | Short Stay /Visitor requirement |
|---|---|---|
| Residential dwelling | 1 space per bedroom | 1 space per dwelling |
| Residential flats | 1 space per bedroom | 1 space per 10 bedrooms (minimum 2) |
| HMO | 1 space per bedroom | 1 space per unit |
| E (a) Retail: Shops, Supermarkets, Convenience stores, Clothes stores and Pharmacies - Small (<200m2) | 1 per 100m2 | 1 per 100m2 |
| E (a) Retail: Shops, Supermarkets, Convenience stores, Clothes stores and Pharmacies - Medium (200-1,000m²) | 1 per 200m² | 1 per 200m² |
| E (a) Retail: Shops, Supermarkets, Convenience stores, Clothes stores and Pharmacies - >1,000m² | 1 per 250m² | 1 per 500m² |
| Sui Generis (Retail/Leisure) and E(b): Food & Drink: Pubs, Clubs, Takeaways, Cafés, Restaurants | 1 space per 500 m² GFA | 1 space per 250 m² GFA |
| E(c), E(g)(i): Office / Employment / Financial / Professional Services | 1 space per 200 m² GFA | 1 space per 1,000 m² GFA |
| E(g)(ii), E(g)(iii), B2, B8: Industrial & Warehousing: R&D, Light Industrial, General Industry, Storage | 1 space per 500 m² GFA | 1 space per 1,000 m² GFA |
| F1(a): Secondary Schools and Colleges | 1 space per 7 staff and students<br>There should be separate provision for staff and students and alignment with Travel Plan mode share targets | N/A |
| F1(a): Primary Schools | 1 Space per 10 staff and students<br>There should be separate provision for staff and students and alignment with Travel Plan mode share targets | N/A |
| F1(b–g), F2(b–d): Local Community & Leisure: Museums, Courts, Libraries, Community Halls, Pools | 1 space per 5 staff members | 1 space per 20 users or site-specific assessment |
| E(f): Crèches, day nurseries or day centres | 1 space per 5 staff | 1 space per 10 children or site-specific assessment |

| | | |
|---|---|---|
| C1: Hotels & Hostels | 1 space per 15 bedrooms plus 1 space per 7 staff | Site-specific assessment |
| E(d): Indoor sport, recreation, or fitness: Standard gyms, yoga studios, dance studios, and fitness centres | 1 per 500 m² GFA | 1 per 250–500 m² GFA or site-specific assessment |
| Sui Generis (Gyms, Cinemas, Leisure) | Site-specific assessment | Site-specific assessment |
| C2: Nursing homes, care homes, residential schools, hospitals, and convalescent homes | 1 space per 5 staff or site-specific assessment | 1 space per 20 residents or site-specific assessment |
| Bus station | Case by case (see Mobility Hubs Guidance) | - |
| Train station | 1 per 200 daily users (see Mobility Hubs Guidance) | - |

### 3.7 Motorcycle and powered two-wheeler parking standards

The rapid growth of food delivery services has led to a notable increase in the use of motorcycles and powered two-wheelers across Buckinghamshire's urban centres. The parking standards for motorcycles and powered two-wheelers in both residential and non-residential developments are outlined in Table 6.

These standards provide the baseline requirements for motorcycle and powered two-wheelers; however, new developments will be expected to apply these requirements in a context sensitive manner.

*Table 7. Buckinghamshire standards for motorcycle and powered two-wheeler parking*

| Residential | Non-Residential |
|---|---|
| 1 unallocated space in communal areas per 30 car parking spaces with anchorage points | 1 unallocated space per 30 car parking spaces (minimum of 2) with anchorage points |

Anticipated demand should be assessed using the operational characteristics of the proposed use, expected peak periods, and the likely intensity of activity at peak times. Locations with higher expected demand, typically food and drink premises, takeaways, hotels, and transport hubs should plan for provision above the baseline.

All must reflect operational patterns, including delivery activity, short stay visitor turnover, seasonal variations, and event related peaks. In areas with multiple adjacent units or complementary uses, cumulative demand should be considered.

## 4. Parking space dimensions

In the UK, standard parking bay dimensions are based on the Traffic Signs Regulations and General Directions (2016) which sets minimum widths at 1.8m and no prescribed maximum length or width. The Traffic Signs Manual (2019) references standard bay widths of between

4.2m and 4.5m. These dimensions are used as the basis for the commonly accepted parking bay dimensions of 2.4m wide and 4.8m long which is are also quoted as standard by the Building Regulations 2010 – Approved Document M and DfT – Inclusive Mobility (2021).

Recent evidence[1][2] shows that modern vehicles are getting wider with large SUVs reaching around 2.0m and although typical vehicle lengths are more stable, they range between 4.0m – 5.0m. This makes standard bay sizes increasingly restrictive for driver and passengers.

The current practice under the NPPF allows local authorities to set context-sensitive minimum standards, balancing accessibility, urban density, and transport sustainability. To do this, a benchmarking exercise was undertaken to compare Buckinghamshire's car parking standards dimensions with other local authorities. This review highlighted a variation in standards across local authorities, with Buckinghamshire's bay sizes found to be notably wider and more reflective of modern vehicle sizes. Table 7 identifies the minimum bay size while figure 2 illustrates standard bay arrangements. Parallel parking spaces must have 45 degree tapered ends to be accepted for adoption as public highway.

*Table 8. Buckinghamshire minimum car parking dimensions*

| Aspect | Width | Length |
|---|---|---|
| **Perpendicular bay** | 2.8m | 5.0m |
| **Parallel bay** | 3.0m | 6.0m |

[1] The State_of_European_Transport_2024

[2] An Assessment of Mass Reduction Opportunities for a 2017–2020 Model Year Vehicle Program - International Council on Clean Transportation

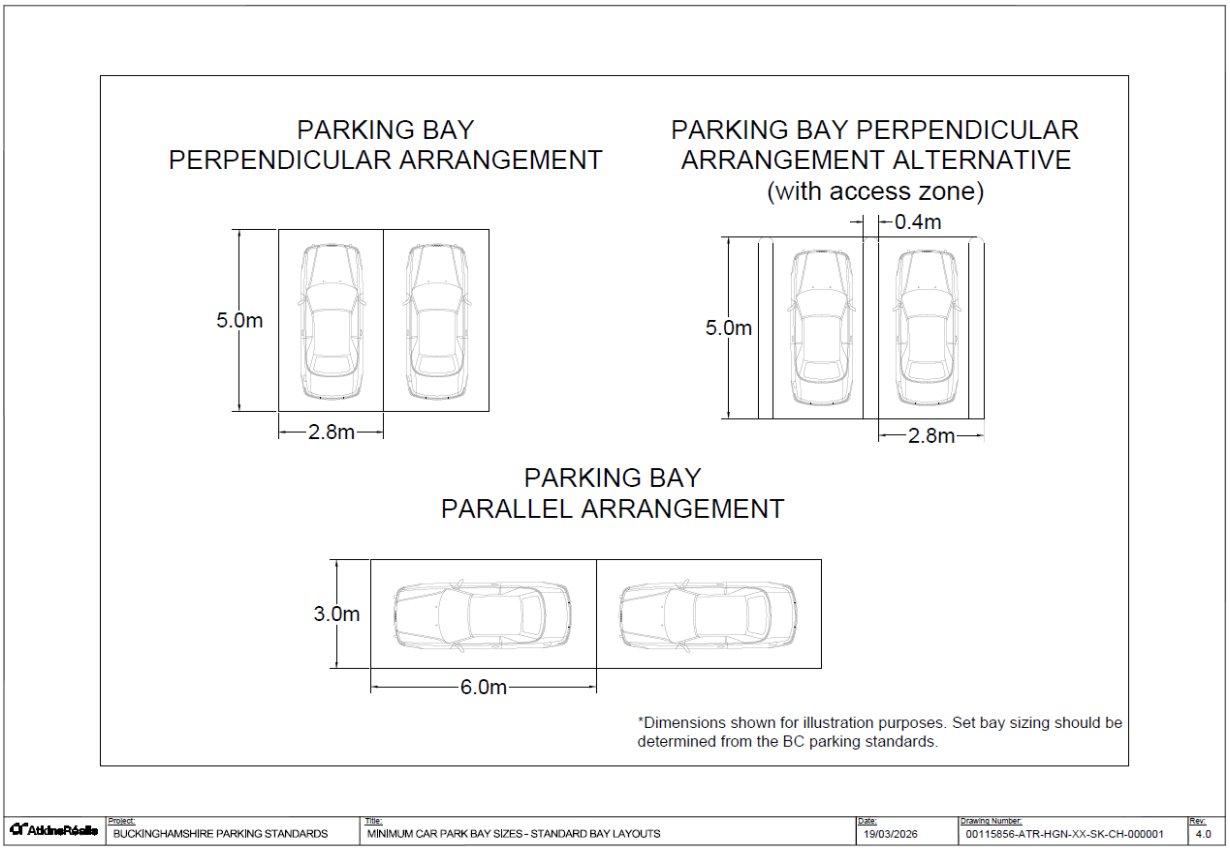


*Figure 1. Buckinghamshire standard bay arrangements*

Any proposed variation to the minimum dimensions outlined must be evidenced and comply with the door opening clearance space of 0.8m as well as a 0.5m clearance space if the parking space adjoins a boundary such as a wall/fence, garage or dwelling.

There should be a distance of 6.5m between rows of parking spaces for access where the bays are at right angles to the traffic lane. The distance between rows can be reasonably reduced where the parking spaces are at angles to the traffic lane.

## 4.1 Garage dimensions

Evidence from national research and other local authority guidance shows that a large proportion of domestic garages are not used for vehicle parking, owing to inadequate internal dimensions and their frequent use for storage. The RAC Home Insurance study published in June 2021 found that 53% of drivers with garages never park their cars in them and 83% use their garages primarily for storage. This in turn results in informal parking use not anticipated in the original street design.

In Buckinghamshire, where garages are provided, they will count towards parking provision if they meet minimum internal dimensions. Garages must be large enough to accommodate an average-sized family car, provide cycle storage, and allow some additional storage space as outlined in table 8. All garages must also have a clear doorway width of at least 2.4 m.

*Table 9. Buckinghamshire garage parking dimensions (with cycle parking)*

| Aspect | Width | Length |
|---|---|---|
| **Garage parking option 1** | 4.0m | 6.0m |
| **Garage parking option 2** | 3.0m | 7.0m |

Reduced minimum internal garage dimensions shown in table 9 will only be deemed a parking space if additional fixed enclosed storage for cycles is provided and EV charging is accounted for elsewhere. Any smaller and the garage cannot fulfil its function as a car parking space or count towards the parking space allocation.

*Table 10. Buckinghamshire garage parking dimensions where separate cycle parking is provided*

| Aspect | Width | Length |
|---|---|---|
| **Garage parking** (separate cycle parking provided) | 3.0m | 6.0m |

Garages will not be counted as a parking space where they form part of a triple-tandem arrangement, as such configurations do not provide independently accessible parking and are unlikely to function effectively for day-to-day vehicle use.

### 4.2 Driveway parking dimensions

Driveways are a preferred alternative to garage parking as they are more likely to be used for their primary purpose. The minimum dimensions for driveway parking are outlined in table 10. Driveway dimensions must take into account door opening clearance, pedestrian access around the vehicle and other driveway uses such as bin storage, cycle access, wheelchair access, EV charging, garage doors and side-gate access.

Driveways may not exceed 11.5m in length (equivalent of space needed for 2 cars) and any that exceed this length will only be counted as two spaces.

*Table 11. Buckinghamshire driveway parking dimensions*

| Aspect | Width | Length |
|---|---|---|
| **Driveway parking** | 3.0m | 6.0m |

### 4.3 Carport parking dimensions

Car ports are preferred alternatives to garages as they are more likely to be used as a parking space and can support sustainable transport infrastructure. The minimum internal dimensions for a car port are in table 11. Any posts must fall outside standard bay dimensions and not obstruct access to parked vehicles.

*Table 12. Buckinghamshire carport parking dimensions*

| Aspect | Width | Length |
|---|---|---|
| **Carport parking** | 3.0m | 6.0m |

Permitted development rights to erect gates/doors to the front of carports will be withdrawn and, in determining any planning applications, consideration will be given to the amount and location of the remaining car parking space(s).

## 4.4 Blue badge car parking dimensions

Disabled parking bays size requirements are outlined in table 12. Dimensions shown typically include vehicle space plus 1.2m access zone either side and/or rear of the vehicle which should be clearly marked with cross hatching. This access zone can also be shared between two adjacent bays. Buckinghamshire disabled parking bay arrangements are illustrated in figure 3.

*Table 13. Buckinghamshire blue badge car parking dimensions*

| Bay Type | Minimum width | Minimum Length |
|---|---|---|
| **Standard** | 3.6m | 5.0m |
| **Parallel (on-street)** | 2.7m | 6.6m |
| **Parallel (central carriageway)** | 3.0m | 6.6m |

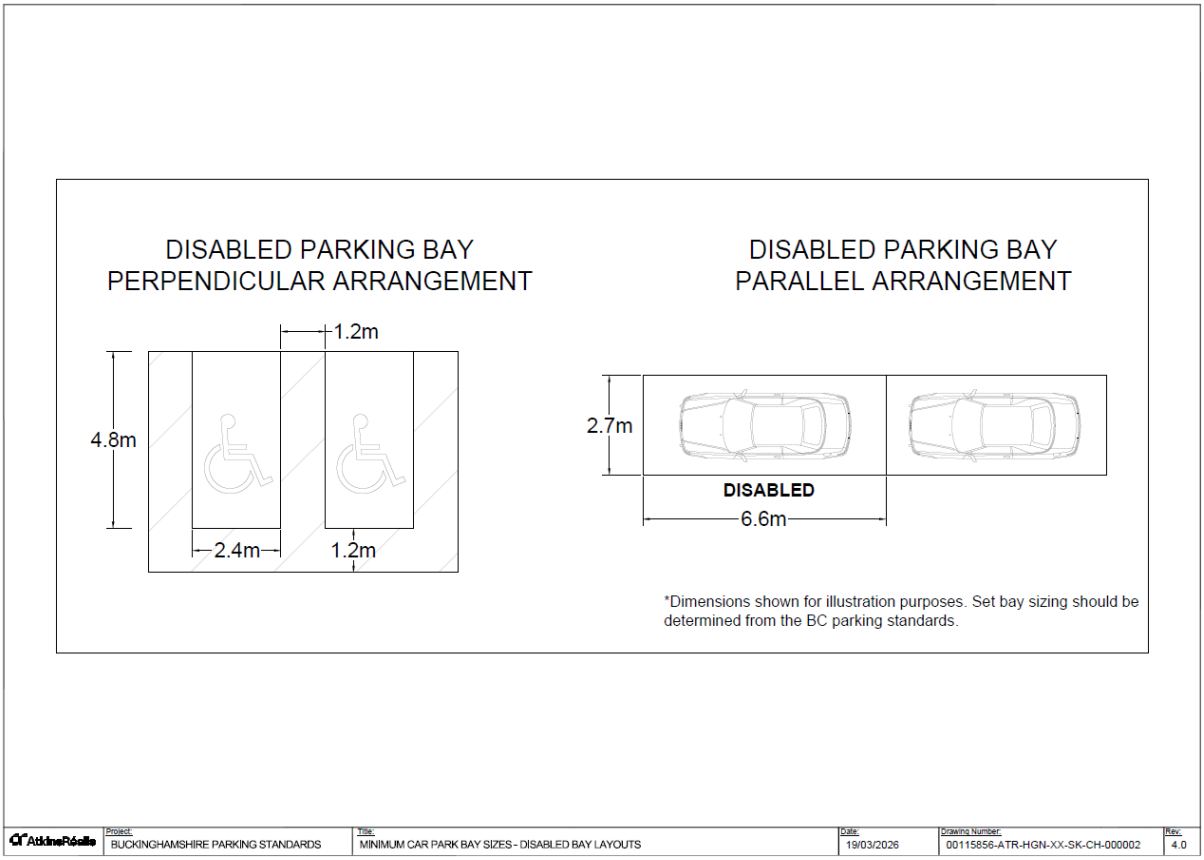


*Figure 2. Buckinghamshire disabled parking bay arrangements*

All parking spaces for accessible dwellings and wheelchair user dwellings must meet the M4(2) and M4(3) building regulations to be able to meet the needs of an occupant with a mobility impairment.

### 4.5 Parent and child vehicle parking bays

Where developments need to provide public parking (more than 100 spaces), spaces should be reserved where appropriate (e.g. Retail, Leisure), for those needing to transfer children into and out of the car. The spaces reserved for those with children should meet the standard car parking space with an additional 1.2m adjacent hatched zone for side access and pram/car seat manoeuvring.

### 4.6 Cycle parking dimensions

Cycle parking dimensions for common cycle types are outlined in table 13 based on recommendations from LTN 1/20.

*Table 14. Buckinghamshire cycle parking dimensions (source: LTN 1/20)*

| Type | Recommended |
|---|---|
| Bay length (length of cycle parked on a stand) | 2m |
| Bay length (tandems, trailers and accessible cycles) | 3.0m |
| Access aisle width (if larger cycles use the end bay only) | 3m |
| Access aisle width (if large cycles use internal bays) | 4m |
| Edge access aisle + one bay to the side | 5m-6m |
| Central access aisle + one bay to each side | 7m-8m |
| Spacing between stands | 1.2m |
| Gap between stand and wall (part of bay width) | 700mm (typical wheel diameter) |

It is important that cycle parking bay sizing and access space can accommodate the full range of cycles defined in LTN 1/20 to support all types of cyclists in a development. The choice and mix of provision must be assessed and evidenced through Transport Assessment and Travel Plans.

### 4.7 Motorcycle and powered two-wheeler parking bays

The recommended dimensions for a motorcycle parking bay are shown in table 14 based on the Institute of Highway Engineers' (IHE) Guidelines for Motorcycling.

*Table 15. Buckinghamshire motorcycle and powered two-wheeler parking dimensions*

| Width | Length |
|---|---|
| 1.4m (includes 600 mm for mounting/dismounting) | 2.1m |

These dimensions account for the average motorcycle size and the space needed for safe mounting and dismounting. Where there is predicted significant use by smaller or larger machines, the figures can be altered where evidence is provided. Generally, motorcycle parking bays are not marked out for individual machines, allowing flexible and efficient use of limited space.

# 5. Car parking design and layouts

Design and layout of parking is a core component of site planning and developers are expected to take a holistic approach to ensure safe efficient and well-integrated parking provision. This chapter outlines key consideration for planning and arranging parking spaces, circulation routes and associated access elements.

All parking design and layouts must comply with Manual for Streets, National Design Guide and LTN 1/20 requirements by providing safe parking entry/exit, and manoeuvring space for all vehicles anticipated on the site.

The choice of parking bay location and design must be justified based on type of parking space, site constraints, turnover rates, traffic circulation, and safety considerations. Swept-path analysis for all expected vehicle types should be included to show they can enter, manoeuvre, and park independently without conflicts.

Parking must not dominate the street environment and must ensure clear sightlines are maintained to avoid conflicts. Designs must also ensure loading, servicing, and pick-up/drop-off activities can occur without obstructing cycle lanes, pedestrian routes, bus stops, or general traffic.

Parking space layouts should avoid long continuous runs to maintain safe pedestrian crossing opportunities and provide vehicle passing places for emergency and servicing access when all spaces are occupied.

Where on-street parking is used as a traffic-calming measure, permanent design features must ensure that the intended effect is retained even when bays are empty, consistent with Traffic Calming LTN 1/07 and Manual for Streets.

Adequate lighting and natural surveillance must be provided where parking is expected to be used during evening or winter periods

Any parking infrastructure expected to be subject to council enforcement must form part of the adopted highway or be secured through an agreement for adoption. These parking space designs will be expected to meet highway design standards and technical requirements.

## 5.1 Tandem Layouts

Tandem parking is defined as two spaces arranged one behind the other. Tandem layouts are often inconvenient, under-utilised and may lead to on-street parking pressure.

In Buckinghamshire, tandem parking will only be accepted at a maximum of 2 tandem spaces per dwelling. Where streets are dominated by tandem layouts, additional on-street parking space will be required at a rate of 1 space per two dwellings served by tandem spaces to reflect access inconvenience and the potential for on-street parking pressure.

Developers will be required to provide clear evidence that the proposed tandem parking layouts will not restrict access routes, generate overspill or over reliance on on-street parking, and any risks have been addressed

## 5.2 Carports and garage parking

Carports and garages will form part of the overall parking provision and must contribute positively to the design, safety and functionality of new developments.

Garage and carport structures must not obstruct the safe use of parking areas or create conflicts with building frontages or private and public access routes.

## 5.3 Parking courts

Rear parking courts will only be considered where no other alternative location can be used. Where they are considered, they must form a coherent part of the overall street layout and have natural surveillance.

Front parking courts should be designed in such a way that reduces the dominance of parking on the street, meets minimum accessibility requirements and avoids any conflicts or obstructions with drivers, pedestrian/cyclists and the carriageway. This includes the use of appropriate materials and the inclusion of soft landscaping.

Parking courts must be well-lit, naturally surveilled and configured to minimise secluded or vulnerable spaces. Pedestrian routes to and from parking spaces must be safe, convenient and direct avoiding hidden corners.

Parking courts should accommodate the efficient use of all available parking spaces including cycle parking and EV charging infrastructure in a way that avoids conflicts with other ancillary uses such as bin storage.

## 5.4 Visitor parking

Visitor parking spaces are typically provided as laybys for use by short-term visitors and are subject to adoption. They must therefore be readily recognisable, publicly accessible and well overlooked for natural surveillance.

They must be integrated into the overall street layout and include consideration for larger vehicles such as delivery and service vehicles to prevent overhang onto footways or carriageway.

Visitor parking should be positioned close to the dwellings they serve, generally within 45 m for houses and 20 m for flatted developments, keeping clear of junctions to maintain visibility and traffic flow.

## 5.5 EV parking

EV charging space layouts should be designed in accordance with the accessibility principles set out in BS 8300-1/-2 and PAS 1899 to support inclusive, predictable and user-friendly EV charging environments. Proposed EV parking bay arrangements are illustrated in figure 4.

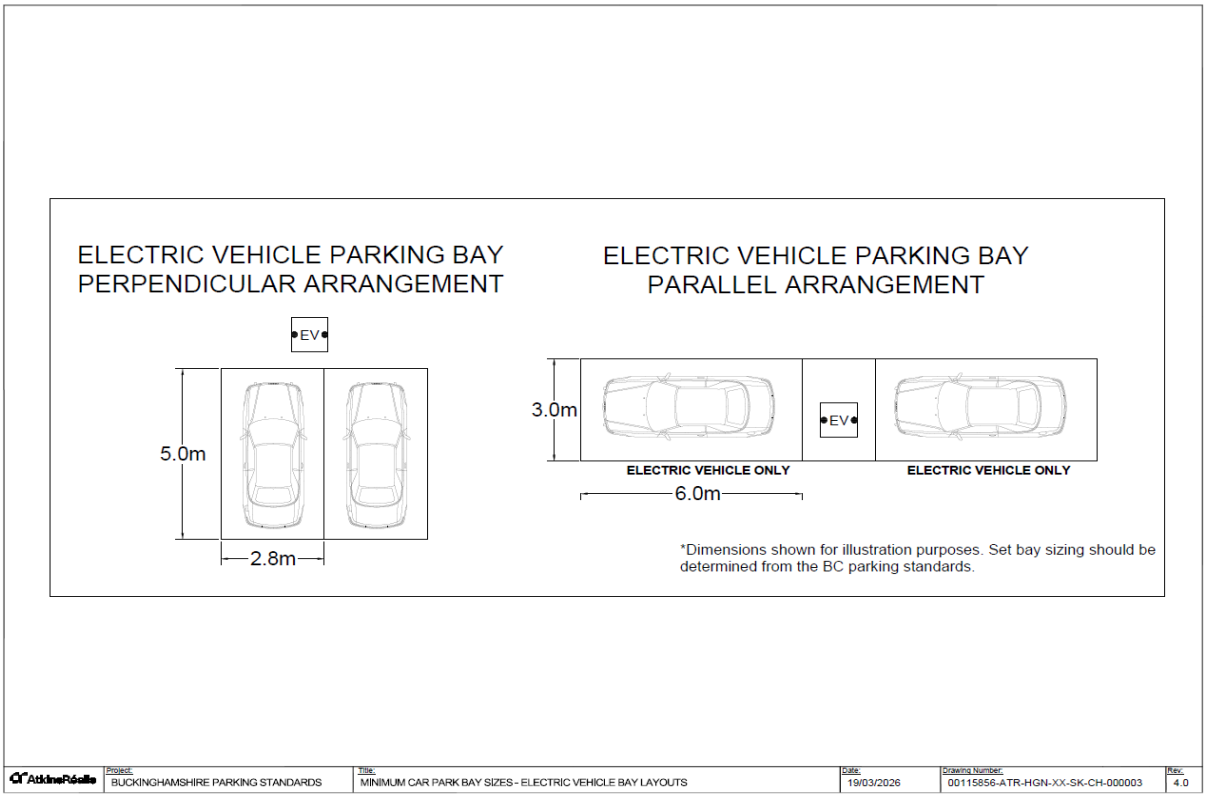


*Figure 3. Buckinghamshire EV parking bay arrangements*

## 5.6 Cycle parking

Development design proposals will be expected align with the principles of LTN 1/20, ensuring that all facilities are covered, secure, accessible, durable and easy to use. Good design must account for a wide range of cycle types and provide layouts that allow users to park close to

building entrances, retrieve cycles safely and without conflict with pedestrians, vehicles or other development functions.

Where garages are used for cycle storage and there is a separate rear access gate, the garage should have a back access door to allow entry/exit without moving a parked car. Where no such rear access gate exists, adequate internal turning space must be provided within the garage.

Where domestic sheds are used for cycle storage, they should be secure, robust and large enough to accommodate both cycles and any additional storage needs. Their construction and fixings must be durable with convenient access for day-to-day use.

Any cycle storage shed door should be 1.2m wide minimum with an internal depth of at least 2.0 m as recommended by LTN 1/20 enabling bicycles to be wheeled in and out without lifting.

Visitor cycle parking must be located as close as possible to the principal entrance of a building or dwelling and provided as a stand or wall bar positioned at an appropriate mounting height.

In flatted developments, shared parking infrastructure should be located internally at ground-floor level wherever practicable. Where external provision is required, it must be constructed from durable, weather-proof materials, be naturally overlooked without obstruction by planting or landscape features.

Several small to mid-size storage facilities should be provided as they are more likely to be used than a single large store. Developers must put in place access and management measures with responsibilities communicated to all residents.

For existing developments, shared hangars, shelters or communal sheds may be introduced if they remain clearly visible, directly accessible, and well-integrated into the surrounding movement network. Appropriate management arrangements must also be put in place for access control and maintenance.

## 5.7 Motorcycle and powered two-wheeler parking

Where appropriate, suitable motorcycle and powered two-wheeler parking must be provided as part of the overall parking design.

Long-stay parking must be secure and covered and overnight facilities should have enhanced security features such as ground anchors and CCTV (where available). Spaces must not be placed in pedestrian pinch points, on or near cycle routes, on tactile paving, or within EV charging areas. Short-stay, dedicated bays should be positioned within 25–50 metres of key destinations.

# 6. Parking management

This chapter sets out the requirements for developers to manage parking within new developments and mitigate any adverse impacts on surrounding areas.

Parking management measures are intended to ensure that parking functions effectively over the lifetime of a development, protecting access, safety and amenity for residents, businesses and visitors. In some locations, particularly where demand is high or shared between multiple users, managed parking arrangements can help ensure that spaces remain available and are used as intended.

Measures such as controlled parking zones, permits or time-limited parking should be proportionate and tailored to local circumstances, with the aim of supporting convenient access, efficient turnover and long-term functionality rather than restricting legitimate use.

## 6.1 Impacts on surrounding areas

Developers will be expected to fund and implement mitigation measures where their development is likely to cause overspill parking, congestion or safety risks.

A holistic mitigation strategy is essential and may include physical measures such as barriers, signage, and buffer zones, regulatory controls like resident permit schemes, time-limited parking and/or differential pricing to long-term or non-resident parking.

Careful consideration will also be required in and around school sites to ensure additional pedestrian safety and traffic flow management is implemented in a way that supports and enhances school travel options in line with agreed travel plans.

Developers are encouraged to consider shared parking opportunities within their developments and with nearby sites and facilities. Such opportunities including any restrictions, should be identified from the outset of site design to ensure that formal agreements can be negotiated, and any underutilised car parking capacity can be integrated and managed effectively.

## 6.2 Controlled parking zones (CPZs)

A Controlled Parking Zone (CPZ) is an area where parking is regulated to either prioritise residents, businesses and short-term visitors, reduce congestion and obstructive parking or improve road safety and access. It can also encourage the use of existing transport options and support the local economy by ensuring turnover of short stay parking, but its primary purpose is managing space and safety.

In Buckinghamshire, CPZs may be applicable where development parking demand is likely to exceed capacity or where parking is likely to cause significant safety, access or environmental concerns. Developments proposing reduced or shared use parking such as those within the

Town Centre zone and those within 800m of train stations will be required to use CPZs to manage on-street parking pressure, improve safety and access and reduce congestion.

Buckinghamshire Council retains discretion on the prioritisation criteria for determining which development sites are suitable for CPZ consideration.

The introduction of CPZs requires a Traffic Regulation Order (TROs) and must follow a structured and transparent process as governed by the Road Traffic Regulation Act 1984. Further details on Buckinghamshire Council's technical approval process, costs and timescales can be found here.

Developments where CPZs are required will need to apply and deliver CPZs through in the form of direct delivery or funding either before occupation or a stage tied to the development process. Long-term implementation and management will need to be viably funded by income generated from their operation.

Planning agreements and development management plans should outline annual monitoring and reviewing activities of new or modified CPZs for a period of at least 5 years in line with agreed travel plans to facilitate any future restriction adjustments.

### 6.3 Management of unallocated parking

Developers are responsible for ensuring that unallocated parking spaces within new developments are effectively managed to prevent misuse and parking stress. Where evidence indicates potential conflicts or high demand, measures that maintain fair and safe use such as permits or restrictions should be incorporated.

### 6.4 Management of Town Centre zone parking

For developments proposals in the 'Town Centre' zone developers will be expected to demonstrate provision of the necessary supporting infrastructure and high quality design to deter indiscriminate car parking. Developments within this zone will mostly comprise of flatted development with reduced on-site parking provision. The level and nature of car parking provision will therefore need to be flexible with careful design considerations, demand management and mitigation measures.

Development proposals which are considered to have significantly reduced parking may be assessed as unacceptable if deemed likely to result in unacceptable parking pressure on existing streets which cannot be reasonably mitigated.

### 6.5 Car Clubs

Car clubs play an important role in supporting sustainable travel choices by providing convenient access to vehicles without the need for individual ownership.

In Buckinghamshire, car clubs will be considered an additional sustainable travel option that complements the parking standards rather than a means of replacing or reducing the required parking provision. Their inclusion in new developments will be informed by the Car Clubs guidance and aligned with LTP5 objectives to improve transport choice across Buckinghamshire. The parking standards will be used to support car club implementation and design of required spaces.

Car Clubs should be considered in developments that require a Transport Assessment or Travel Plan. In locations where parking provision is constrained, car clubs may be used to help manage demand by providing shared and flexible kerbside facilities and enhance on plot car parking provision.

Developers are expected to engage with Buckinghamshire Council at an early stage to integrate car club provision into site design ensuring schemes are planned from the outset, maximise accessibility and visibility, and long-term functionality. Buckinghamshire Car Club parking bay arrangements are illustrated in figure 5.

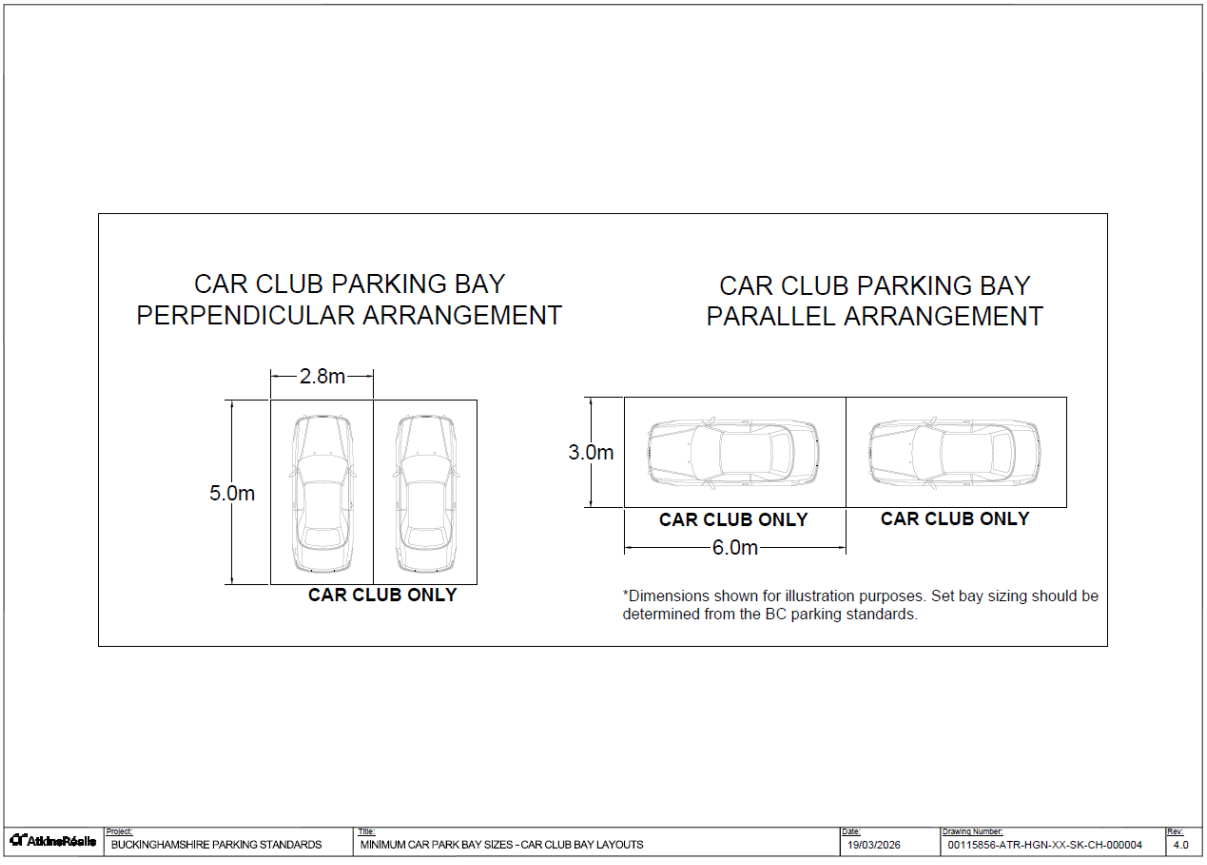


*Figure 4. Buckinghamshire Car Club parking bay arrangements*

## 6.6 Mobility Hubs

A mobility hub is a centralised physical location that integrates various modes of transport such as public transport, car sharing, bike sharing and e-scooters. These transport services are

supplemented with community amenities and information features to attract and benefit the traveller. Mobility hubs should be considered in developments that require a Transport Assessment or Travel Plan.

Mobility hubs will not be accepted as a substitute for meeting required on-site vehicle parking. However, in locations where parking provision is constrained, they may be deployed to help manage demand by providing complementary multimodal infrastructure, shared and flexible kerbside facilities, and alternative transport access.

Where mobility hubs are proposed, developers are responsible for design, implementation and management activities as set out in the Mobility Hubs Guidance for New Developments They must also demonstrate compliance and alignment with the required parking standards during the planning process.

## 7. Parking enforcement

Developers will be expected to consider how parking will be maintained, controlled and how compliance will be monitored and enforced.

On roads intended for later adoption, developers may introduce interim parking restrictions managed through private parking management arrangements, supported by prominent signage and, where necessary, physical measures such as bollards or marked no-stopping areas to maintain access and safety. There may be special mechanisms or agreements with developers through the Road Traffic Regulation Act 1984 to allow Buckinghamshire Council control and enforcement powers in private land where deemed necessary.

Where parking enforcement is to transition to adoption, developers must liaise with Buckinghamshire Council in advance to ensure enforcement systems align with existing council enforcement protocols and enable a smooth transition to council-led enforcement. Transition plans should be agreed through the planning process and formalised either through a Section 106 obligation, a planning condition, or a highway agreement.

Where feasible, smart parking technology such as sensors, automated number plate recognition (ANPR), or digital permits should be incorporated to improve compliance and efficiency.

For long-term sustainability, ongoing statutory enforcement should be funded through a combination of permit fees, parking charges, and income from penalty notices. This approach ensures that enforcement remains effective without placing an undue burden on public resources.

# 8. Parking standards monitoring and review

The parking standards will be reviewed every 5 years to understand how well the requirements set out are working and identify any changes or updates need to ensure that they remain fit for purpose in the long term.

# 9. Appendices

## Appendix 1 - Policy context

### National policy

- National Planning Policy Framework (NPPF): promotes flexible and context-sensitive parking standards that support broader transport and environmental goals ensuring that development design and layouts enable efficient access and movement for all transport users.
- Building Regulations (Part M for accessibility): sets out minimum standards to ensure that both residential and non-residential buildings, including their surroundings, are accessible and usable by all, particularly disabled people.
- Building Regulations Part S (Infrastructure for Charging Electric Vehicles): sets out requirements for electric vehicle (EV) charging for residential and non- residential developments.
- Cycle infrastructure design (LTN 1/20): provides guidance for local authorities on designing high quality, safe cycle infrastructure.
- The National Design Guide and National Model Design Code: sets out how to produce design codes, guides and policies to promote successful design, what good design looks like in practice and how local context considerations can be used to create places that are attractive, practical, and sustainable.
- Manual for Streets (MfS, 2007): recommends that parking is integrated into the overall design of streets and developments rather than treated as an afterthought, and supports flexible standards that reflect local character, transport accessibility, and community needs. It companion, Manual for Streets 2 (MfS2, 2010) builds on these principles, providing updated guidance on street design, street hierarchy, and the relationship between streets, movement, and place.
- Inclusive Mobility, 2021: a guide to best practice on access to pedestrian and transport infrastructure.
- Traffic Signs Regulations and General Directions (TSRGD, 2016): sets out the designs and conditions of use for all traffic signs, road markings, and signals lawfully used on roads in Great Britain.
- Civil Parking Enforcement (CPE) Guidance: The CPE framework sets out how local authorities in England should manage and enforce parking restrictions. While enforcement itself is outside the scope of this document, this legal framework influences how parking is planned, designed and managed.

### Local policy

- Draft Local Plan for Buckinghamshire (in development): will replace the former districts' Local Development Plans and set out land use strategies for future

development in Buckinghamshire and will embed considerations for addressing the challenges of growing transport demand.

- Draft Local Transport Plan 5 (LTP5 in development): will set out new commitments to address transport related emissions, improve transport choices and address traffic congestion.
- Draft Highways Development Management Guidance (in development): to help developers create well connected places and thriving communities and prepare successful development proposals.
- Developer Travel Plans Guidance: Aims to mitigate the effects of new developments on the highway network and lessen the environmental impacts of travel through a package of actions designed to promote safe, healthy and sustainable travel options.
- Parking Strategy: provides a consistent approach to Council-operated public parking services across Buckinghamshire.
- Regeneration Framework and Strategies**:** aim to review how public spaces and buildings in Aylesbury, Chesham and High Wycombe are used in order to transform them into commercial investment opportunities.
- Climate Change and Air Quality Strategy: aim to achieve net zero carbon emissions for Buckinghamshire by 2050.
- Electric Vehicle Action Plan (EVAP): directly informs our EV charging infrastructure roll out and infrastructure requirements.
- Buckinghamshire Local Cycling and Walking Infrastructure Plan (LCWIP): focuses on strategic cycling, walking and wheeling connections between settlements. Availability of cycle parking is a known barrier to increased cycling.
- Draft Mobility Hubs Guidance: The new guidance will set out how mobility hubs will be implemented in order to facilitate and enhance connections between new developments, existing rail and bus interchanges and key tourist and employment zones.
- Draft Car Clubs Guidance: The new guidance will support the parking standards and introduce Car Clubs in new developments as an additional sustainable travel option for residents and users.
- Draft Freight and Logistics Strategy: will set out objectives to promote the consideration of freight and logistics in land use planning, improve safety and protect our communities.

## Appendix 2 - Accessibility assessment criteria

Figure 2 summarises how a connectivity and accessibility assessment was carried out to determine how accessible and well connected the different towns in Buckinghamshire are and identify the opportunity to optimise development density and improve the public transport network. The results of this assessment were used to define the new town centre parking zone.

### Area criteria-based ranking

The table provides a summary of the criteria and how the areas were scored. The scoring system is used for comparison against the other areas within Buckinghamshire, to identify the areas with the best connectivity.

The assessed areas were identified by BCC using the DfT connectivity tool to identify areas of connectivity. GIS tool mapping has been used to plot isochrones for the walking distances (up to 800metres) and then assessed against the criteria for connectivity.

| Criteria | 800m | Scoring (Low -1, Medium-2, High-3) |
|---|---|---|
| Car ownership level | Average from 2021 census data within 800m | Low –1.5> , High –<1.0 |
| Distance from Public Transport | Number of bus stops | Low – 0-20, High 50+ |
| Frequency of public transport | How frequent buses are / most frequent route | Low – longer than 30 mins for multiple services<br>High – Less than 20 mins for multiple services |
| Distance to amenities | Hospital, schools, local shops | Low – 2 of less, High – 4 or more |
| Travel to work by public transport | % from 2011 census data (MSOA) | Low - <10%, High - 17%+ |
| Travel to work by active travel | % from 2011 census data (MSOA) | Low - <10%, High - 17%+ |
| DFT connectivity tool score | DFT score from connectivity tool | Low – 0-50, High – 75+ |
| Railway Station | How close a railway station is | Low – no station, High – within 400m |

*Figure 5. Buckinghamshire accessibility and connectivity assessment criteria*

# Appendix 3 - Buckinghamshire residential parking zones map

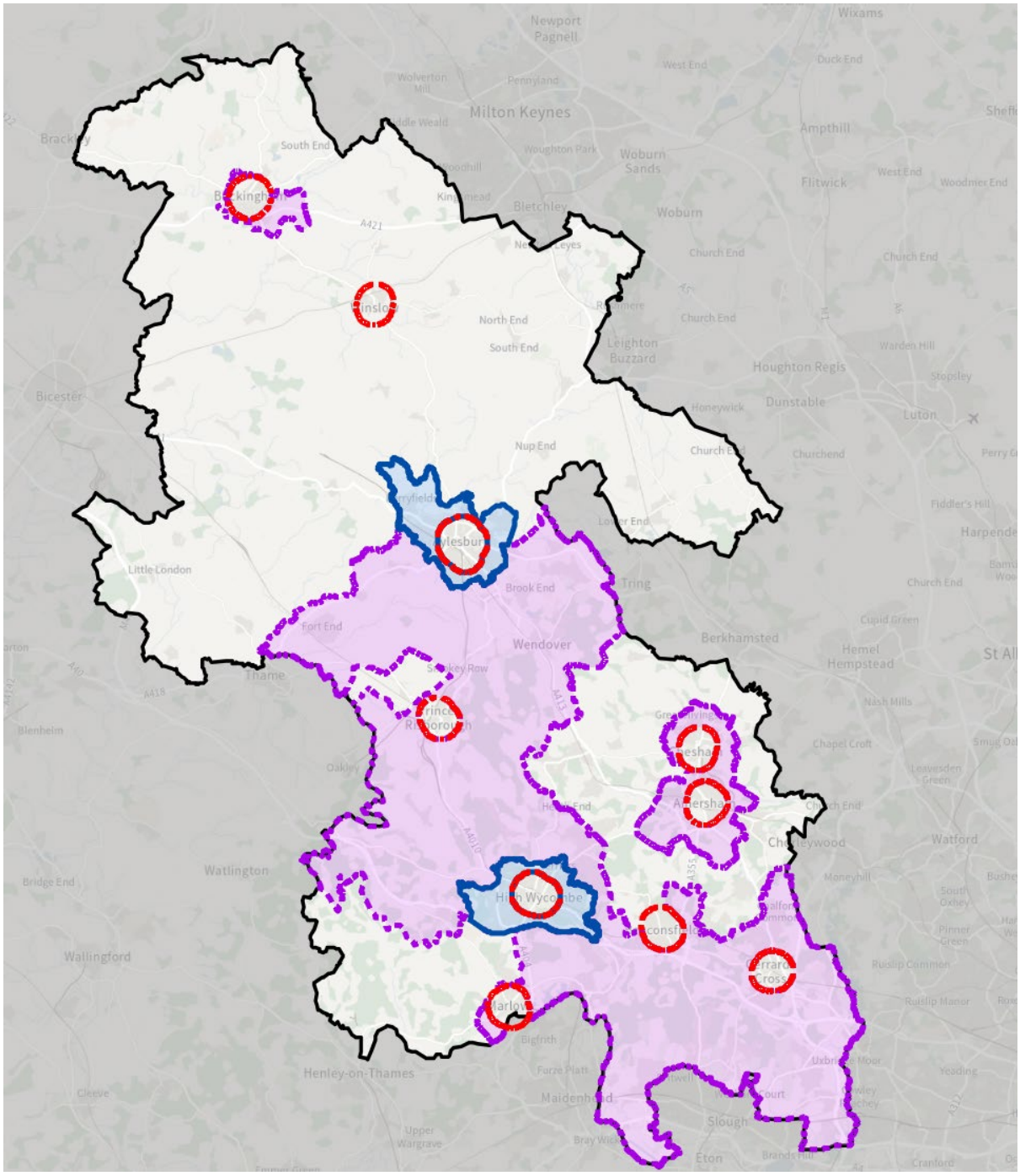


*Figure 6. Buckinghamshire parking zones*

Link to web map: [Proposed Parking Standards Zones]

# Appendix 4 - List of Buckinghamshire wards in residential zones A, B and C

*Table 16. Buckinghamshire wards in each parking zone*

| Ward name | Zone |
|---|---|
| Abbey | A |
| Aylesbury East | A |
| Aylesbury North | A |
| Aylesbury North West | A |
| Aylesbury South East | A |
| Aylesbury South West | A |
| Aylesbury West | A |
| Berryfields, Buckingham Park & Watermead | A |
| Booker & Cressex | A |
| Castlefield & Oakridge | A |
| Disraeli | A |
| Downley | A |
| Kingsbrook | A |
| Marsh & Micklefield | A |
| Sands | A |
| Terriers & Amersham Hill | A |
| Totteridge & Bowerdean | A |
| Amersham & Chesham Bois | B |
| Aston Clinton & Weston Turville | B |
| Beaconsfield | B |
| Buckingham | B |
| Burnham | B |
| Chesham North | B |
| Chesham South | B |
| Farnhams & Stoke Poges | B |
| Flackwell Heath & The Wooburns | B |
| Gerrards Cross & Denham | B |
| Haddenham & Stone | B |
| Hazlemere | B |
| Iver | B |
| Ivinghoe | B |
| Marlow | B |
| Penn, Tylers Green & Loudwater | B |
| Princes Risborough | B |
| Ridgeway East | B |
| Ridgeway West | B |
| Wendover, Halton & Stoke Mandeville | B |
| West Wycombe & Lane End | B |
| Bierton & Wing | C |

| | |
|---|---|
| Chalfont St Giles & Little Chalfont | C |
| Chalfont St Peter | C |
| Chiltern Villages | C |
| Grendon Underwood & The Claydons | C |
| Horwood | C |
| Long Crendon | C |
| Newton Longville | C |
| Quainton | C |
| The Missendens | C |
| Waddesdon | C |
| Winslow | C |

# Appendix 5 - List of Buckinghamshire settlements in non-residential zones 1 and 2

*Table 17. Buckinghamshire non-residential parking zones*

| Zone | Location |
|---|---|
| **Zone 1** | Aylesbury, High Wycombe, Amersham, Beaconsfield, Buckingham, Chalfont St Peter & Gerrards Cross, Chesham, Marlow, Princes Risborough, Wendover |
| **Zone 2** | Aston Clinton, Burnham, Chalfont St Giles, Farnham Common/ Farnham Royal, Great Missenden, Haddenham, Iver, Little Chalfont, Stoke Mandeville, Stokenchurch, Wing, Winslow, Wooburn and Bourne End, Bledlow-cum-Saunderton, Botley & Ley Hill, Brill, Chartridge, Cheddington, Cuddington, Denham, Edlesborough, Grendon Underwood, Hambleden, Hedgerley, Hughenden Valley, Hyde Heath, Ickford, Iver Heath, Ivinghoe, Jordans, Lane End, Little Marlow, Long Crendon, Longwick, Marlow Bottom, Marsh Gibbon, Naphill/ Walters Ash, Newton Longville, North Marston, Prestwood, Quainton, Richings Park, Seer Green, Steeple Claydon, Stewkley, Stoke Hammond, Stoke Poges, Stone, Taplow, Thornborough, Tingewick, Twyford, Waddesdon, Weston Turville, West Wycombe, Whitchurch, Wingrave, Akeley, Ashley Green, Bellingdon, Bierton, Bradenham, Buckland, Calvert Green, Charndon, Chearsley, Chesham Bois, Coleshill, Denham Green, Drayton Parslow, Ellesborough, Fulmer, Gawcott, George Green, Granborough, Great Brickhill, Great Horwood, Great Kingshill, Great/ Little Kimble, Great Marlow, Halton, Higher Denham, Lacey Green, Little Kingshill, Ludgershall, Maids Moreton, Marsworth, Medmenham, Mursley, New Denham, Oakley, Padbury, Piddington, Pitstone, Radnage, Shabbington, Slapton, Soulbury, South Heath, Stowe & Dadford, The Lee, Wexham Street, Whaddon, Winchmore Hill, Worminghall. |