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Royal Borough
of Windsor &
Maidenhead

Parking Supplementary Planning Document

Consultation Statement

April 2026

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1. Introduction

- 1.1 This statement sets out the work involved in preparing the draft Parking Supplementary Planning Document (SPD) for public consultation and how the Council has engaged various stakeholders and the community in preparing the SPD.
- 1.2 In line with Regulation 12 of the Town and Country Planning (Local Planning) (England) 2012 regulations and with the Royal Borough of Windsor and Maidenhead Revised Statement of Community Involvement (June 2020), this statement provides details of:
- (i) who the local planning authority consulted when preparing the supplementary planning document; and
 - (ii) a summary of the main issues raised by those persons; and
 - (iii) how those issues have been addressed in preparing the draft supplementary planning document (SPD).

2. Draft SPD preparation and early stakeholder and community engagement

- 2.1 As part of preparing the draft SPD early stakeholder engagement took place involving:
- Scoping engagement
 - Pre-Consultation (early) Engagement

Scoping - Officer Engagement

- 2.2 A process of early scoping engagement took place through several working party sessions with Council Officers across several departments, including Highways, Infrastructure, Development Management and Parking. As a result of these meetings a Scoping Report was produced setting out the policy background, Case Studies and Best Practice and Key Recommendations for the Parking SPD.

Scoping – Councillor and Community Engagement

- 2.3 Once the emerging thinking had been refined through work with the Working Group, and the Scoping Report was prepared early engagement activities were carried out to test these themes and outcomes.
- 2.4 Member feedback was sought on the Scoping Report when it was taken for discussion at Overview and Scrutiny Place panel on 21 October 2024.

- 2.5 Councillors welcomed the approach to the Parking SPD and that the Panel were able to consider the initial direction of the document.
- 2.6 The Scoping Report was then published online for residents to provide their views via a survey on the RBWM Together webpage. The survey was open to public responses from 2 December 2024 to 13 January 2025.
- 2.7 The survey received 263 responses. The responses included support and objection to the suggested approach outlined in the Scoping Report. The responses can be summarised as follows:
- Support for optimum parking standards and zoning of parking standards based upon the characteristics of different areas (town centres versus rural) – calls for transparency about how zones are defined.
 - Objections to optimum standards with support for minimum parking standards, especially for larger homes with concern that developers could exploit optimum parking standards.
 - Concerns about insufficient parking in new developments.
 - Emphasis on need for visitor parking spaces.
 - Support for better provision of disabled parking spaces.
 - Concern for negative impact of lack of parking provision on streets and pavements across the Borough.
 - Many suggested sources of information to be used as evidence including Census 2021 data; DVLA data; ONS data; RBWM Observatory; public transport usage data; traffic counters; comparative analysis of similar LPAs and so on.
 - Need for EV charging infrastructure.
 - Modern vehicles are larger, and parking spaces should be adjusted accordingly.
- 2.8 Strategic Environmental Assessment (SEA) screening has also taken place on the draft SPD with statutory consultees (Environment Agency, Natural England and Historic England). Responses were received from all 3 consultees agreeing that a full SEA was not required for the SPD. More details can be found in the SEA Screening Report published alongside this Consultation Statement.

3. Public Consultation on the draft SPD

- 3.1 Formal consultation on the draft SPD took place between 20 October 2025 and 30 November 2025. The approach taken to consultation was consistent with the Council’s Statement of Community Involvement.
- 3.2 The following steps were taken to publicise the consultation and associated events:
- A press release was issued by the Communications team.
 - Everyone in the planning policy consultation database was sent an email notification.
 - Information was included in the Borough Resident’s Newsletter.
 - Social media was used to inform the community about the consultation.
- 3.3 Copies of all consultation documents were made available to view at Maidenhead, Windsor and Ascot libraries during the consultation period. All consultation material was made available on the Council website and RBWM Together website.
- 3.4 A drop-in consultation event was held at each of the 3 libraries, Maidenhead, Windsor and Ascot, during the consultation period to help explain the draft SPD and encourage people to write in with their comments.
- 3.5 During the consultation period people were able to send their comments in a number of different ways:
- Via the Council’s planning consultation portal.
 - By completing a form available online and returning it by email or post.
 - By emailing comments direct to planning.consultation@rbwm.gov.uk.
 - By completing a hard copy response form available at Maidenhead, Windsor and Ascot libraries.

4. Main issues raised during Public Consultation

4.1 In total 34 individuals or organisations responded in writing to the consultation. 17 responses were received via email and 17 respondents completed the online questionnaire via the consultation portal.

4.2 Some of the key issues raised in the feedback were as follows:

- that parking standards are either too low or too high, depending on location
- that low parking standards will result in overspill parking on surrounding streets
- criticism of the mapping of the zones, in particular for Ascot, Sunninghill and Sunningdale, Cookham and Maidenhead
- some concerns with the evidence base, including that the DfT Connectivity Tool is difficult for the public to interpret and inaccurate, and that findings skewed by COVID-era data.

4.3 More general concerns included:

- insufficient allowance for visitor parking, including deliveries and servicing
- inadequate public transport provision
- greater clarity on EV charging required
- cycle parking standards for residential developments are too low and appear lower than national guidance
- dimensions of dimensions of new cars require larger parking spaces.

4.4 However, there was more general support for:

- the use of zones to vary parking standards
- the evidence-based setting of zones
- allowing flexibility in the application of parking standards
- the ambition to encourage walking, cycling and sustainable transport.

4.5 Appendix A provides a summary of the representations received and the Council's response to the specific issues raised. This includes, where appropriate, changes to the SPD which have been incorporated into the final SPD for adoption. These changes include:

- The length of the SPD document has been reduced, and its content has been rearranged into an expanded set of sections and sub-sections, to improve clarity and to make it easier for users to navigate the document.
- Incorporating new LSOA-level analysis that combines 2021 Census car/van availability data with DfT connectivity scores to reassess car/van availability by dwelling size. The analysis shows the proposed zonal parking standards meet or exceed existing vehicle ownership in all but one marginal case and support the provision of sufficient parking spaces for new developments.
- Updated mapping of zones based on 100m by 100m grid squares.
- The 'principles' for the SPD have been revised to set a higher test as to the impact of a planning application on existing on-street parking.
- The guidance on the council's expectations for applicants to make appropriate provision for visitor parking have been revised and strengthened.
- Revised standards for car and cycle parking for new developments of educational establishments.
- Improved cycle parking standards for residential development to mirror the requirements set out in DfT's Local Transport Note 1/20 Cycle Infrastructure Design.
- The content on electric vehicle charging infrastructure has been expanded and is presented in a new, separate section.
- Added guidance on parent and child spaces, where deemed necessary.

4.6 Appendix B presents the Survey Response Report from the public consultation on the draft Parking SPD. The survey was available online for the duration of the consultation period, from 20 October 2025 to 30 November 2025, and was designed to capture respondent's views on the clarity of the draft SPD, the proposed parking standards, and the overall approach taken. The report summarises quantitative responses to the consultation questions alongside a thematic summary of qualitative comments provided by respondents.

Appendix A – Summary of Representations and Council Response

Summary of Representations	Council Response
Response to questionnaire / General Comments:	
<p>There must be adequate parking for non-residents who need to get to the areas and facilities where the new developments are.</p>	<p>The guidance on the council’s expectations for applicants to make appropriate provision for visitor parking have been revised and strengthened. Specifically:</p> <ul style="list-style-type: none"> • Visitor parking defined to include servicing and deliveries • Onus on developer to demonstrate visitor parking demands considered and provided for by proposed development • Additional guidance provided on the provision of unallocated parking in developments, which can provide for both resident and visitor parking needs. <p>This is presented in sub-section 5.4 in the revised SPD.</p>
<p>The document is too detailed for the lay person to understand. A more concise summary of the features and benefits would be preferable if RBWM wants sensible feedback.</p>	<p>We have reduced the length of the SPD document in its revised form, including rearranging content into an expanded set of sections and sub-sections, to improve clarity and to make it easier for users to navigate the document.</p>
<p>The approach is detailed, and seems to consider most aspects of location, type of development etc.</p>	<p>Noted.</p>
<p>An SPD is definitely needed to cover parking, not only for new developments but generally. Electric charging points will only exacerbate the current pavement parking issues. The SPD does mention charging points.</p>	<p>The planning system relates to the planning of new development and so issues relating to parking more generally, for instance in established neighbourhoods or a town centre and not involving a planning application, are not in the scope of the SPD.</p>

Summary of Representations	Council Response
Response to questionnaire / General Comments:	
	<p>The council is working on a strategy addressing public parking and intends to bring this forward in the near future. This would be the successor to Parking Strategy 2020-2025.</p> <p>The content on electric vehicle charging infrastructure has been expanded and is presented in a new section 7. This cross-references both the guidance set out in the council’s Sustainability SPD (Chapter 7: Sustainable Transport) and the Building Regulations Part S requirements.</p>
<p>The draft combines a high level of prescription with great flexibility making it impossible to ascertain how it will be implemented in practice and its likely effect. This is contrary to the intended purpose of an SPD.</p> <p>SPDs are supposed to provide certainty not a document that permits officers and Councillors to make it up as they go along.</p>	<p>We have reduced the length of the SPD document in its revised form, including rearranging content into an expanded set of sections and sub-sections, to improve clarity and to make it easier for users to navigate the document.</p> <p>The SPD provides parking standards that are applied on a case-by-case basis as planning applications are considered.</p> <p>The guidance on the council’s expectations for applicants to make appropriate provision for visitor parking have been revised and strengthened. This is presented in sub-section 5.4 in the revised SPD.</p>
<p>Tandem parking spaces should not be permitted where the spaces abut onto a public highway or estate road. Due to the number of additional car movements that are generated by tandem parking spaces they inherently increase the risks of both accidents and congestion.</p> <p>(Recent permissions at Cannondown Road and Strande Park permitted with extensive use of tandem parking bays).</p>	<p>The Borough Wide Design Guide SPD provides guidance on aspects of parking design including on-plot parking. Principle 6.8, read in combination with paragraph 6.35, identifies an expectation that on-plot parking be provided to the side or rear of new dwellings, as opposed to in front. On-plot parking provided to the side of new dwellings – for instance in a tandem arrangement – avoids or limits the pitfalls associated with front curtilage parking, namely the domination of the appearance of</p>

Summary of Representations	Council Response
Response to questionnaire / General Comments:	
<p>If the SPD only applies to new developments, what is the RBWM strategy to clear the pavements (footpaths) of parked cars and vans, which make the safe use of pavements by those with impediments, wheelchairs, and buggies all but impossible in certain areas of Maidenhead. This SPD will have almost no impact on the current situation – if anything, by restricting the provision of parking spaces, it will simply exacerbate it, creating further pressure on side street parking.</p>	<p>the plot or the street scene with extensive hard surfacing or multiple or over wide vehicle cross overs.</p> <p>Up until the present time, councils – outside those in London and Scotland – have had very limited powers to tackle pavement (or footway) parking. Recently, the Government, in January 2026, announced its intention to create powers at its next legislative opportunity to enable local transport authorities to prohibit pavement parking in their areas, and, in parallel, proceed via secondary legislation to enable local authorities with designated civil enforcement powers to enforce against unnecessary obstruction of the pavement. These new powers, once introduced, will be considered by the council.</p> <p>The ‘principles’ for the SPD have been revised to set a higher test as to the impact of a planning application on existing on-street parking. See sub-section 4.1 in the revised SPD.</p>
<p>Good to move away from cars but does not reflect the lack of public transport.</p> <p>Vs You cannot fight car usage where there is not a viable alternative for people.</p>	<p>We have carried out new analysis at the Lower Super Output Area (LSOA) level, combining 2021 Census data on car and van availability with connectivity score data from the Department for Transport’s Connectivity Tool. (The connectivity score represents people’s ability to get where they want and need to go using walking, cycling and public transport – sustainable modes of transport – to reach jobs, shops, schools, healthcare and other essential services.)</p> <p>Using the connectivity scores for LSOAs, we grouped LSOAs according to connectivity score thresholds which informed the zones in the Consultation Draft of the Parking SPD.</p>

Summary of Representations	Council Response
<p>Response to questionnaire / General Comments:</p>	<p>For each group, we then analysed car or van availability by the number of bedrooms in dwellings.</p> <p>The results show that the parking standards match or exceed the number of vehicles associated with existing dwellings of equivalent size in all cases but one. In that one case, car/van availability is only marginally higher than the corresponding parking standard.</p> <p>In the revised SPD, the zones have been updated using the connectivity scores at a finer 100m by 100m grid-square level – the same scale used in the DfT’s underlying analysis.</p> <p>On this basis, we consider that the zonal parking standards do support the provision by new developments of sufficient parking spaces.</p>
<p>Tackle the serious and frustrating issue that on new developments there is never enough parking. Therefore, they all park on side streets in the surrounding areas which means people are unable to park by their own houses. These developers must submit better and more robust parking plans and be made to plan for a minimum of 2 vehicles per household.</p>	<p>As described in detail above, we have carried out new analysis of LSOA-level data by combining 2021 Census information on car or van availability with connectivity score data from the DfT. Using the connectivity scores for LSOAs, we grouped LSOAs according to connectivity score thresholds which informed the zones in the Consultation Draft of the Parking SPD, then assessed car and van availability by dwelling size within each group. The results show that the parking standards match or exceed the number of vehicles associated with existing dwellings of equivalent size in all cases but one. In that one case, car/van availability is only marginally higher than the corresponding parking standard.</p>

Summary of Representations	Council Response
<p>Response to questionnaire / General Comments:</p>	<p>We have prepared new maps for the zones in the revised SPD, using the connectivity scores for each 100 metre by 100 metre grid square – the same scale used in the DfT’s underlying analysis – as the basis for assigning each square to a zone. Two forms of manual adjustment have then been applied to ensure the resulting zones are spatially coherent and accurately reflect local circumstances. This is further described in Appendix B of the revised SPD.</p> <p>On this basis, we consider that the zonal parking standards do support the provision by new developments of sufficient parking spaces.</p> <p>Further to this, the guidance on the Council’s expectations for applicants to make appropriate provision for visitor parking have been revised and strengthened. This is presented in subsection 5.4 in the revised SPD.</p> <p>To address the risk of overspill parking, the ‘principles’ in the revised SPD now apply a stronger test to assess the potential impacts of development proposals that seek to provide lower levels of parking on on-street parking in the local area. See subsection 4.1 of the revised SPD.</p>
<p>The guidance set out in this SPD does not extend to development granted consent through the General Permitted Development Order.</p>	<p>SPDs are not a material consideration in the assessment of permitted development applications, which are assessed against a number of specific criteria contained in the GPDO, rather than on the basis of the merits of the scheme.</p>

Summary of Representations	Council Response
<p data-bbox="192 234 1117 274">Response to questionnaire / General Comments:</p> <p data-bbox="192 276 1117 347">The parking standards need to be more generous, especially for smaller dwellings and educational establishments.</p>	<p data-bbox="1120 276 2042 718">As described in detail above, we have carried out new analysis of LSOA-level data by combining 2021 Census information on car or van availability with connectivity score data from the DfT. Using the connectivity scores for LSOAs, we grouped LSOAs according to connectivity score thresholds which informed the zones in the Consultation Draft of the Parking SPD, then assessed car and van availability by dwelling size within each group. The results show that the parking standards match or exceed the number of vehicles associated with existing dwellings of equivalent size in all cases but one. In that one case, car/van availability is only marginally higher than the corresponding parking standard.</p> <p data-bbox="1120 758 2042 821">For developments of educational establishments, we have reviewed and revised the standards such that:</p> <ul data-bbox="1176 829 2042 1021" style="list-style-type: none"> • A Transport Assessment and Travel Plan are required • That the standards are a minimum requirement • And to provide more parking for teaching staff in the 'high accessibility zone' (1.5 spaces per 2 FTE teaching staff, previously was 1 space per 2 FTE teaching staff). <p data-bbox="1120 1061 2042 1165">This was based on further engagement with the council's Transport and Infrastructure department and review of adjacent authorities' standards.</p>
<p data-bbox="192 1203 1117 1244">Ascot, Cheapside, Sunninghill and Sunningdale:</p>	
<p data-bbox="192 1246 1117 1356">It is obvious you have not looked at the specific local factors at play in Sunninghill, I don't support any of it in relation to Sunninghill.</p>	<p data-bbox="1120 1246 2042 1391">As described in detail above, we have carried out new analysis of LSOA-level data by combining 2021 Census information on car or van availability with connectivity score data from the DfT. Using the connectivity scores for LSOAs, we grouped LSOAs</p>

Summary of Representations	Council Response
<p>Response to questionnaire / General Comments:</p> <p>The whole of the Ascot/Sunninghill/Sunningdale area should be Zone 3.</p>	<p>according to connectivity score thresholds which informed the zones in the Consultation Draft of the Parking SPD, then assessed car and van availability by dwelling size within each group. The results show that the parking standards match or exceed the number of vehicles associated with existing dwellings of equivalent size in all cases but one. In that one case, car/van availability is only marginally higher than the corresponding parking standard.</p> <p>We have prepared new maps for the zones in the revised SPD, including for the Ascot, Sunninghill and Sunningdale areas, using the connectivity scores for each 100 metre by 100 metre grid square – the same scale used in the DfT’s underlying analysis – as the basis for assigning each square to a zone. Two forms of manual adjustment have then been applied to ensure the resulting zones are spatially coherent and accurately reflect local circumstances. This is further described in Appendix B of the revised SPD.</p> <p>On this basis, we consider that the zonal parking standards do support the provision by new developments of sufficient parking spaces.</p>
<p>The most significant comment is related to the zoning in Ascot and Sunningdale. Having read the DfT background document to understand the methodology, examining the zone 2b) segment it shows a very strong correlation to the bus route for service #1. This bus service is infrequent with only 6 trips per day (none on Sunday and no evening provision) and the service to Windsor on this route takes over 1 hour. Whilst it is</p>	<p>The DfT recommends the Connectivity Tool to local authorities as an analytical tool. The connectivity score measures people’s ability to get where they want and need to go using walking, cycling and public transport – to represent sustainable modes of transport – to reach jobs, shops, schools, healthcare and other essential services.</p>

Summary of Representations	Council Response
<p>Response to questionnaire / General Comments:</p> <p>appreciated that there is a bus it is not highly used as a result of the above and as such should have less weight than other bus routes in the borough. From a train perspective only 2.4% of journeys are made by train and this further weakens the argument for medium accessibility. For ease and consistency on a local basis it is suggested that the whole of the Ascot/Sunningdale area within Figure C3 should be classed as zone 3.</p>	<p>In calculating the public transport mode of transport for the metric, the DfT’s Connectivity Tool uses Basemap’s <u>timetables data and</u> connectivity is calculated at 10-minute intervals between 6am and 10pm. Therefore, the metric takes into account the frequency of bus services.</p> <p>As described in detail above, we have carried out new analysis of LSOA-level data by combining 2021 Census information on car or van availability with connectivity score data from the DfT. Using the connectivity scores for LSOAs, we grouped LSOAs according to connectivity score thresholds which informed the zones in the Consultation Draft of the Parking SPD, then assessed car and van availability by dwelling size within each group. The results show that the parking standards match or exceed the number of vehicles associated with existing dwellings of equivalent size in all cases but one. In that one case, car/van availability is only marginally higher than the corresponding parking standard.</p> <p>We have prepared new maps for the zones in the revised SPD, including for the Ascot, Sunninghill and Sunningdale areas, using the connectivity scores for each 100 metre by 100 metre grid square – the same scale used in the DfT’s underlying analysis – as the basis for assigning each square to a zone. Two forms of manual adjustment have then been applied to ensure the resulting zones are spatially coherent and accurately reflect local circumstances. This is further described in Appendix B of the revised SPD.</p>

Summary of Representations	Council Response
<p>Response to questionnaire / General Comments:</p>	<p>On this basis, we consider that the zonal parking standards do support the provision by new developments of sufficient parking spaces.</p>
<p>The SPD proposes visitor parking for some larger schemes of 50+ units. Requested Change: To comply with NP/T1.1 and NP/T1.2 of the NP suggest that development of 10 units or [more/less? – word missing from representation] should provide parking for service/trade vehicles, as well as other visitors irrespective of zoning.</p>	<p>This guidance – in paragraph 4.23 in the Consultation Draft version of the Parking SPD – has been removed.</p> <p>Instead, in sub-section 5.4 in the revised SPD, it is ‘for an applicant to demonstrate to the council that parking demand for visitors, servicing and deliveries...has been considered and is provided for by the proposed new development’ with options including demonstrating that visitor parking demands can be met using parking space(s) to be provided or available principally for the use of residents, or alternatively demonstrating that parking space(s) are required to meet visitor parking demands which would be additional to the parking space(s) provided or available principally for the use of residents.</p>
<p>Requested Change: Specific comment to Ascot High Street: Suggest planning applicants should provide a parking assessment to demonstrate there is no conflict with NP policy.</p>	<p>Sub-section 2.4 on ‘Neighbourhood Plans’ in the revised SPD identifies the policies dealing with parking matters contained in made neighbourhood plans.</p> <p>Policies in made neighbourhood plans will be a material consideration in decision-making on planning applications and will be applied alongside the Local Plan and national planning policy when assessing proposals.</p>
<p>Requested Change:</p>	<p>It would not be proportionate or practical for the zonal maps in the Parking SPD to identify every location where on-street</p>

Summary of Representations	Council Response
Response to questionnaire / General Comments:	
<p>There are many areas where on street parking causes traffic issues, these areas should be added to the maps.</p>	<p>parking gives rise to traffic issues, as such conditions vary significantly from street to street, can change over time, and often relate to specific circumstances that are too detailed for a strategic-level document. Mapping these issues comprehensively would require extensive survey work, which falls beyond the purpose and scope of the SPD. Instead, the SPD provides general principles to guide assessment, with site-specific impacts considered at the planning application stage.</p>
<p>There is a main train station in Sunningdale, yet within a very short distance the accessibility is shown to drop off. There are also bus services there, flat pavements, and good shops. Same with area east of Sunninghill High St - close walking distance to shops, schools, etc. There is an advantage in not having excessive parking, as it promotes other modes of transport and also leaves more room for other development, eg houses.</p>	<p>Noted.</p> <p>We have prepared new maps for the zones in the revised SPD, including for the Ascot, Sunninghill and Sunningdale areas, using the connectivity scores for each 100 metre by 100 metre grid square – the same scale used in the DfT’s underlying analysis – as the basis for assigning each square to a zone. Two forms of manual adjustment have then been applied to ensure the resulting zones are spatially coherent and accurately reflect local circumstances. This is further described in Appendix B of the revised SPD.</p> <p>Only a limited number of grid squares in Sunningdale and Sunninghill are included in zone 2b and therefore have lower parking standards.</p>
Cookham:	
<p>Cookham is not an accessible area:</p> <ul style="list-style-type: none"> • Limited public transport options • Roads are single track or narrow double-track lanes 	<p>The DfT recommends the Connectivity Tool to local authorities as an analytical tool. The connectivity score measures people’s ability to get where they want and need to go using walking,</p>

Summary of Representations	Council Response
<p data-bbox="203 236 898 268">Response to questionnaire / General Comments:</p> <ul data-bbox="253 277 1028 384" style="list-style-type: none"> <li data-bbox="253 277 869 309">• Weight and width restrictions on bridges <li data-bbox="253 316 1028 384">• Significant on street parking narrowing carriageway widths 	<p data-bbox="1128 277 2007 379">cycling and public transport – to represent sustainable modes of transport – to reach jobs, shops, schools, healthcare and other essential services.</p> <p data-bbox="1128 424 2018 603">In calculating the public transport mode of transport for the metric, the DfT’s Connectivity Tool uses Basemap’s <u>timetables data and</u> connectivity is calculated at 10-minute intervals between 6am and 10pm. Therefore, the metric takes into account the frequency of bus services.</p> <p data-bbox="1128 647 2024 1086">As described in detail above, we have carried out new analysis of LSOA-level data by combining 2021 Census information on car or van availability with connectivity score data from the DfT. Using the connectivity scores for LSOAs, we grouped LSOAs according to connectivity score thresholds which informed the zones in the Consultation Draft of the Parking SPD, then assessed car and van availability by dwelling size within each group. The results show that the parking standards match or exceed the number of vehicles associated with existing dwellings of equivalent size in all cases but one. In that one case, car/van availability is only marginally higher than the corresponding parking standard.</p> <p data-bbox="1128 1131 2024 1378">We have prepared new maps for the zones in the revised SPD, including for the Cookham area, using the connectivity scores for each 100 metre by 100 metre grid square – the same scale used in the DfT’s underlying analysis – as the basis for assigning each square to a zone. Two forms of manual adjustment have then been applied to ensure the resulting zones are spatially coherent and accurately reflect local</p>

Summary of Representations	Council Response
<p>Response to questionnaire / General Comments:</p>	<p>circumstances. This is further described in Appendix B of the revised SPD.</p> <p>On this basis, we consider that the zonal parking standards do support the provision by new developments of sufficient parking spaces.</p>
<p>The SPD currently proposes that Ascot and Cookham should be within Zone 2 b. Ascot is served by a much more frequent and wider range of public transport by both rail (including a direct service into London) and bus. When the transport networks available in each of these areas are compared, we do not understand how the same car parking standard can be applied to both.</p> <p>Requested Change: The whole of Cookham should be Zone 3 Low Accessibility.</p>	<p>The DfT recommends the Connectivity Tool to local authorities as an analytical tool. The connectivity score measures people’s ability to get where they want and need to go using walking, cycling and public transport – to represent sustainable modes of transport – to reach jobs, shops, schools, healthcare and other essential services.</p> <p>As described in detail above, we have carried out new analysis of LSOA-level data by combining 2021 Census information on car or van availability with connectivity score data from the DfT. Using the connectivity scores for LSOAs, we grouped LSOAs according to connectivity score thresholds which informed the zones in the Consultation Draft of the Parking SPD, then assessed car and van availability by dwelling size within each group. The results show that the parking standards match or exceed the number of vehicles associated with existing dwellings of equivalent size in all cases but one. In that one case, car/van availability is only marginally higher than the corresponding parking standard.</p> <p>We have prepared new maps for the zones in the revised SPD, including for the Cookham area, using the connectivity scores for each 100 metre by 100 metre grid square – the same scale</p>

Summary of Representations	Council Response
<p>Response to questionnaire / General Comments:</p>	<p>used in the DfT’s underlying analysis – as the basis for assigning each square to a zone. Two forms of manual adjustment have then been applied to ensure the resulting zones are spatially coherent and accurately reflect local circumstances. This is further described in Appendix B of the revised SPD.</p> <p>On this basis, we consider that the zonal parking standards do support the provision by new developments of sufficient parking spaces.</p>
<p>All car parking required for a development must be provided within the curtilage of the development, including visitor spaces. Any application which does not comply with the relevant parking standard must include detailed reasons and a full justification for non-compliance.</p>	<p>A development can be a single dwelling or multiple dwellings. The term ‘curtilage’ is generally used to describe the land immediately surrounding a house or dwelling. The term does not apply to the effective boundary of a large development, a whole estate, or multiple properties.</p> <p>In considering this representation, we have taken it to have meant potentially both the effective boundary around a development of multiple dwellings as well as the curtilage of a single new dwelling.</p> <p>For both possibilities, we do not consider it reasonable that in all cases the council could expect all car parking associated with a development be provided within the boundary of the development, be that the curtilage of a single dwelling or the boundary of a development of multiple dwellings.</p> <p>Rather, in sub-section 5.4 in the revised SPD, it is ‘for an applicant to demonstrate to the council that parking demand for</p>

Summary of Representations	Council Response
<p>Response to questionnaire / General Comments:</p>	<p>visitors, servicing and deliveries...has been considered and is provided for by the proposed new development' with options including demonstrating that visitor parking demands can be met using parking space(s) to be provided or available principally for the use of residents, or alternatively demonstrating that parking space(s) are required to meet visitor parking demands which would be additional to the parking space(s) provided or available principally for the use of residents.</p> <p>In respect of applications that seek provide lower or high levels of parking when compared to the parking standards, justification is required as described in subsection 4.1 of the revised SPD.</p>
<p>Cookham Parish Council supports the aspects of the SPD which encourage Cookham Residents to use public or active transport, where this is practicable and safe.</p>	<p>Noted.</p>
<p>Maidenhead:</p>	
<p>There is limited space in Maidenhead Town centre to accommodate the levels of parking suggested in the SPD, even if only guidance.</p>	<p>Noted. The SPD, in sub-section 4.1 in the revised SPD, states the council's requirements with regards to considering development proposals proposing less spaces than the applicable car parking standards. Sub-section 4.2 on flexibility in the application of the car parking standards is also relevant.</p>
<p>The Council should also be developing a balanced strategy for public parking in tandem with this [guidance for parking in new development], for those wishing to visit the town centre and its community facilities.</p>	<p>The planning system relates to the planning of new development and so issues relating to parking more generally, for instance in established neighbourhoods or a town centre and not involving a planning application, are not in the scope of the SPD.</p>

Summary of Representations	Council Response
Response to questionnaire / General Comments:	
	<p>The council is working on a strategy addressing public parking and intends to bring this forward in the near future. This would be the successor to Parking Strategy 2020-2025.</p>
<p>The [Maidenhead Methodist] Church has concerns about how the Kings Street / Nicholsons Lane access and safety will be managed both during and after the new Town Centre redevelopment scheme. If the amount of disabled parking in the area reduces, it will deter many elderly people from accessing their social activities.</p>	<p>The issues raised relate to a specific planning application, now approved, and issues of access, road safety and the provision of disabled parking in Maidenhead town centre. These issues are beyond the scope of the SPD.</p> <p>The Parking SPD covers parking provision for disabled / Blue Badge users in new developments.</p> <p>Separate from the SPD, the council is working on a strategy addressing public parking and intends to bring this forward in the near future. This would be the successor to Parking Strategy 2020-2025.</p>
<p>Concerned about the lack of general parking in the town centres. In Maidenhead in particular most of the parking is down the Town Hall end of town, with very little planned at the top end of the High Street.</p>	<p>The issues raised relate to issues of access and the provision of general parking in Maidenhead town centre. These issues are beyond the scope of the SPD.</p> <p>The SPD provides advice and guidance on the implementation of Local Plan policies by providing guidance on parking provision and design for new developments in the Borough</p> <p>Separate from the SPD, the council is working on a strategy addressing public parking and intends to bring this forward in the near future. This would be the successor to Parking Strategy 2020-2025.</p>

Summary of Representations	Council Response
Response to questionnaire / General Comments:	
<p>Drop-off and pick-up areas should be planned, giving adequate time and space for residents of new developments and also for existing town centre users.</p>	<p>Noted. The guidance on the council’s expectations for applicants to make appropriate provision for visitor parking have been revised and strengthened. Specifically:</p> <ul style="list-style-type: none"> • Visitor parking defined to include servicing and deliveries • Onus on developer to demonstrate visitor parking demands considered and provided for by proposed development • Additional guidance provided on the provision of unallocated parking in developments, which can provide for both resident and visitor parking needs. <p>This is presented in sub-section 7.4 in the revised SPD.</p> <p>Separate from the SPD, the council is working on a strategy addressing public parking and intends to bring this forward in the near future. This would be the successor to Parking Strategy 2020-2025.</p>
<p>The draft SPD currently identifies the permitted sites at Harvest Hill as a ‘low accessibility’ location (Zone 3). However, a review of the South West Maidenhead Development Framework SPD demonstrates that this classification does not accurately reflect the site’s connectivity or the substantial sustainable transport investment that has been planned and committed. These measures will significantly improve connectivity, aligning the site with the characteristics of Zone 2a as defined in the Parking SPD.</p>	<p>Noted. A footnote has been added to SPD to note that site allocations can change connectivity through provision of key services and facilities and/or improved public transport networks and services.</p>

Summary of Representations	Council Response
<p>Response to questionnaire / General Comments:</p> <p>The parking standards within Zone 1 (i.e. walking distance from Maidenhead Station, etc) are too high. Parking should be zero within this zone to aid with congestion with the town centre.</p> <p>Cycle parking is too low. 1 space per two dwellings is not sufficient enough.</p> <p>Car Clubs should come into effect at a lower threshold. There are very few car clubs in the Borough. They should be available to all (i.e. not just for the new residents).</p>	<p>Noted. The SPD, in sub-section 4.1 in the revised SPD, states the council's requirements with regards to considering development proposals proposing less spaces than the applicable car parking standards. Sub-section 4.2 on flexibility in the application of the car parking standards is also relevant.</p> <p>We have changed the cycle parking standards for residential development to mirror the requirements set out in LTN 1/20.</p> <p>Membership of car club is open to all, including existing residents. Some new developments have offered discounts to new occupiers.</p>
<p>Windsor:</p> <p>Zone 2b and Zone 3 standards are unrealistic. Our neighbours have at least six vehicles. The Thursday bible class adds (at least) another six vehicles outside our home. We can't get the car out to go anywhere when visitors park across the driveway.</p>	<p>As described in detail above, we have carried out new analysis of LSOA-level data by combining 2021 Census information on car or van availability with connectivity score data from the DfT. Using the connectivity scores for LSOAs, we grouped LSOAs according to connectivity score thresholds which informed the zones in the Consultation Draft of the Parking SPD, then assessed car and van availability by dwelling size within each group. The results show that the parking standards match or exceed the number of vehicles associated with existing dwellings of equivalent size in all cases but one. In that one case, car/van availability is only marginally higher than the corresponding parking standard.</p> <p>The parking standards are not intended to encourage or support very high levels of vehicle ownership, such as six vehicles per household.</p>

Summary of Representations	Council Response
Response to questionnaire / General Comments:	
	<p>Obstruction of a private driveway is understandably frustrating. However, issues such as vehicles parking across the mouth of a drive fall outside the scope of the Parking SPD.</p> <p>Parking across a driveway might be enforced by the council’s Civil Parking Enforcement function using a Penalty Charge Notice, potentially under Code 27 — “Parked adjacent to a dropped footway.”</p>

WHOLE DOCUMENT

Paragraph	Summary of Representations	Council Response
Section 1: Introduction		
1.2	The principle that a Parking SPD is used as an instrument to limit use of cars and encourage/influence efficient use of land is wrong.	<p>The NPPF (2024) states that ‘Planning policies and decision should support development that makes efficient use of land’ (paragraph 129) and, similarly, the BLP’s Spatial Vision (section 4.2) states that ‘Development will be expected to promote sustainability and add to the special qualities of the Borough through... effective and efficient use of land ...’</p> <p>The zonal parking standards in the Parking SPD are consistent with NPPF (2024) paragraph 112 and, notwithstanding that the parking standards are not maximum standards, with the tenor of paragraph 113. The approach is also consistent with policy IF2 in the BLP.</p>

Paragraph	Summary of Representations	Council Response
1.2	<p>Query the objective that the SPD will ‘contribute to a step-change improvement in the quality of new development and places created across the Royal Borough’, on the basis that there is no indication that current policies have been effective in doing this and that most planned major new developments in Maidenhead already have either full or outline planning permission.</p>	<p>Noted. Revisions have been made to this paragraph (now paragraph 1.1.2 in the revised SPD) which sets out the aim and objectives of the SPD, to revise this objective to read: ‘To ensure that the provision of vehicle and cycle parking for new developments is integral to the design of schemes, facilitates highway safety and contributes to making high-quality places in the borough’.</p> <p>The SPD, once adopted, will be a material consideration in decision-making on new planning applications.</p>
Section 2: Policy Context		
2.11	<p>Requested change: Text should be amended from: <i>“At the time of writing, eight Neighbourhood Plans have been adopted, with one more (Maidenhead) <u>at an advanced stage of preparation.</u>”</i></p> <p>To:</p> <p><i>“At the time of writing, eight Neighbourhood Plans have been adopted, with one more (Maidenhead) <u>expected to be adopted in 2026.</u>”</i></p>	<p>Agreed. Text modified, now in sub-section 2.4, to state that the Maidenhead Neighbourhood Plan is expected to be adopted in April 2026.</p>
2.11	<p>Requested change:</p> <p>An additional bullet point should be added for Maidenhead, stating:</p>	<p>Agreed. Text modified.</p>

Paragraph	Summary of Representations	Council Response
	<ul style="list-style-type: none"> • Maidenhead – Expected to be adopted in 2026, the plan includes a policy (GA-2) covering residential and non-residential parking and includes locally specific parking standards. 	
2.13 f)	<p>Paragraph 2.13 point f) regarding development proposals that seek to provide lower levels of parking will be a concern where such a development is proposed on or near to the RBWM boundary with Bracknell Forest Council/Winkfield Parish Council. Winkfield PC would ask that any Annex A Parking Assessment or Parking Survey should only consider streets within RBWM and not on adjacent Bracknell Forest Council streets. WPC wishes to draw particular attention to the effect of development on Kennel Ride (RBWM), where development is typically approved which pushes the parking provision onto New Road (Bracknell Forest Council). New Road is a problematic area with high levels of parking stress and increasing concern pertaining to the safety of highways users and pedestrians arising from the increase of on-street parking from the properties within the jurisdiction of RBWM.</p>	<p>In terms of overspill parking, the ‘principles’ in the revised SPD now apply a stronger test to assess the potential impacts of development proposals that seek to provide lower levels of parking on on-street parking in the local area. See subsection 4.1 of the revised SPD.</p> <p>We have also revised the guidance to such that, where a Parking Assessment is considered appropriate and requested by the council, the council’s Highway Development Control team can provide applicants with advice on the scope and requirements of a Parking Assessment, including appropriate methodologies for undertaking a Parking Survey. This guidance will reflect the specific context and characteristics of individual sites and locations. This is now set out in subsection 4.1 of the revised SPD. Appendix A in the Consultation Draft version of the SPD has been deleted in the revised SPD.</p>
2.13 e)	No “flexible” approach should be permitted.	Noted. We consider that this approach is appropriate because it recognises that in such circumstances, it may be reasonable and evidence-based for the Council to apply flexibility and consider lower parking levels, as reduced demand for private car ownership may be expected.

Paragraph	Summary of Representations	Council Response
	Section 3: Background and Evidence	
	Section 4: Developing the Guidance	
4.1	<p>Just because the central zone has transport available it does not mean that people do not have or want to park multiple cars.</p>	<p>Noted.</p> <p>The NPPF (2024) states that ‘Planning policies and decision should support development that makes efficient use of land’ (paragraph 129) and, similarly, the BLP’s Spatial Vision (section 4.2) states that ‘Development will be expected to promote sustainability and add to the special qualities of the Borough through... effective and efficient use of land’</p> <p>The zonal parking standards in the Parking SPD are consistent with NPPF (2024) paragraph 112 and, notwithstanding that the parking standards are not maximum standards, with the tenor of paragraph 113. The approach is also consistent with policy IF2 in the BLP.</p>
4.12	<p>Supportive of the statement in 4.12, in that it is now accepted that restricting parking does not limit car ownership and that it may force people to park inappropriately.</p>	<p>Noted. This paragraph has been removed.</p>
4.13 to 4.21	<p>High Street Methodist Church (Maidenhead) endorses the recognition alluded to in [these] paragraphs by the Council that the parking standards expressed in the SPD are provided as guidance only, and that a flexible approach will be taken on a case-by-case basis to reflect local and site-specific circumstances. The Church consider that this is critically important,</p>	<p>Noted.</p>

Paragraph	Summary of Representations	Council Response
	<p>especially in relation to the redevelopment of sites within highly accessible town centre locations that are well served by public transport and are accessible by non-car modes. Rigid adherence to the proposed parking standards will impede development and result in the inefficient use of land. The Church supports this aspect of the SPD and hope that this flexibility is carried through to the final adopted version of the document.</p>	
4.18	<p>Cookham Parish Council concerned at the proposed flexibility for developers and applicants to argue for changes in parking requirements. (Cost-effective/additional profit from developers/applicants arguing lower numbers of parking spaces). Request change: Remove paragraph 4.18 from the SPD.</p>	<p>Noted. Paragraph 4.2.3, the text from which is now in sub-section 4.2, is appropriate because it requires applicants to evidence any departure from the parking standards, ensuring that variations are based on clear, site-specific justification. It also confirms that the council will judge whether the evidence is sufficient, helping to ensure decisions are made transparently and with sound planning judgement.</p>

Paragraph	Summary of Representations	Council Response
4.21	<p>Visitor Parking should always be a requirement due to the number of visitors to households, covering trades people, on-line deliveries, carers and family and friends. Requested Change: It is strongly required that 4.21 should be reworded to say that sufficient visitor parking must be provided to ensure that on street-parking does not result rather than ‘In most circumstances parking can be accommodated entirely without visitor spaces’.</p>	<p>The guidance on the council’s expectations for applicants to make appropriate provision for visitor parking have been revised and strengthened. Specifically:</p> <ul style="list-style-type: none"> • Visitor parking defined to include servicing and deliveries • Onus on developer to demonstrate visitor parking demands considered and provided for by proposed development • Additional guidance provided on the provision of unallocated parking in developments, which can provide for both resident and visitor parking needs. <p>This is presented in sub-section 5.4 in the revised SPD.</p>
4.23	<p>Adequate provision for parking and access for deliveries, service vehicles, tradesmen working on-site and social visitors as well as for residents or workers is essential. Requested change: Should apply to developments of over 10 units irrespective of zoning.</p>	<p>The size threshold of over 50 units has been removed.</p>
4.23	<p>The visitor parking threshold of 50 units is significantly lower than the Bracknell Forest Council SPD of 1 space per 5 units. This will be a concern where such a new development is proposed close to the RBWM boundary with Bracknell Forest Council/Winkfield Parish Council.</p>	<p>The size threshold of over 50 units has been removed.</p>

Paragraph	Summary of Representations	Council Response
4.7	<p>Requested change: Text should be added at the end to read “..allowing for different zone’s standards to be applied where appropriate, particularly close to zone boundaries. Note also that the Maidenhead Neighbourhood Plan uses different zones which apply to several policies including the Parking Standards in policy GA-2.”.</p>	<p>The SPD, once adopted, will be a material consideration in decision-making on new planning applications. Applicants may also provide evidence to justify a departure from the parking standards guidance, and this could form a material consideration in planning decision-taking. Sub-section 4.2 on flexibility in the application of the car parking standards is relevant.</p> <p>Sub-section 2.4 on ‘Neighbourhood Plans’ in the revised SPD identifies the policies dealing with parking matters contained in made neighbourhood plans. Policies in made neighbourhood plans will be a material consideration in decision-making on planning applications and will be applied alongside the Local Plan and national planning policy when assessing proposals.</p>
4.8 & 4.9	<p>The zones shown in Sections 4.8 and 4.9 do not match the figures in Appendix D. The precise boundaries of these zones are not delineated on the diagrams, making it impossible to determine in which category a particular street lies. This must be rectified.</p>	<p>We have prepared new maps for the zones in the revised SPD, using the connectivity scores for each 100 metre by 100 metre grid square – the same scale used in the DfT’s underlying analysis – as the basis for assigning each square to a zone. Two forms of manual adjustment have then been applied to ensure the resulting zones are spatially coherent and accurately reflect local circumstances. This is further described in Appendix B of the revised SPD.</p> <p>A Connectivity Tool Lite version of the tool is available for general use at https://www.gov.uk/guidance/connectivity-tool. The grid squares can be viewed and grid references identified.</p>

Paragraph	Summary of Representations	Council Response
Figure 1	<p>Undesirable for the future parking SPD to create conflict by using an alternative zoning system for Maidenhead, and an SPD should not undermine policy requirements in the Maidenhead Neighbourhood Plan once it is adopted.</p> <p>Requested change: Figure 1 updated according to Examiner modifications</p>	<p>The SPD, once adopted, will be a material consideration in decision-making on new planning applications. Applicants may also provide evidence to justify a departure from the parking standards guidance, and this could form a material consideration in planning decision-taking. Sub-section 4.2 on flexibility in the application of the car parking standards is relevant.</p> <p>Sub-section 2.4 on ‘Neighbourhood Plans’ in the revised SPD identifies the policies dealing with parking matters contained in made neighbourhood plans. Policies in made neighbourhood plans will be a material consideration in decision-making on planning applications and will be applied alongside the Local Plan and national planning policy when assessing proposals.</p>
Figure 1	The proposed Golf Course Development should be in Zone 2a.	Noted. A footnote has been added to SPD to note that site allocations can change connectivity through provision of key services and facilities and/or improved public transport networks and services.
Section 5: Parking Standards		
	Where is the standard for the requirement for electric cars and their charging points?	Section 7, Provision of electric vehicle charging infrastructure, provides guidance.
Paragraph 5.2, Table 2	<p>Table 2 shows an anomaly that should be corrected. Zone 2b has suggested parking for 1, 2, 3 and 4+ bedrooms whereas zone 3 has requirements for 1, 2, 3+ bedrooms only with both having the top level proposed as 3 spaces.</p> <p>Requested Change:</p>	<p>Noted. This was a deliberate decision. The parking standards differ in this way because car and van availability varies by dwelling size and location.</p> <p>In zone 2b areas, people’s ability to reach jobs, shops, schools, healthcare and other essential services by walking,</p>

Paragraph	Summary of Representations	Council Response
	<p>It is suggested that an additional band is inserted for zone 3 for 4+ for 4 spaces.</p>	<p>cycling and public transport means that a standard of 3 spaces is sufficient even for larger 4+ bedroom homes. In zone 3 areas, car dependence is consistently high across dwellings with 3+ bedrooms, so applying a single standard of 3 spaces for 3+ bedroom dwellings reflects this level of demand.</p>
<p>5.2</p>	<p>In Zone 1 the number of spaces for 3+ bedroom properties is too low.</p>	<p>As described in detail above, we have carried out new analysis of LSOA-level data by combining 2021 Census information on car or van availability with connectivity score data from the DfT. Using the connectivity scores for LSOAs, we grouped LSOAs according to connectivity score thresholds which informed the zones in the Consultation Draft of the Parking SPD, then assessed car and van availability by dwelling size within each group. The results show that the parking standards match or exceed the number of vehicles associated with existing dwellings of equivalent size in all cases but one. In that one case, car/van availability is only marginally higher than the corresponding parking standard.</p> <p>The average 3+ bedroom dwelling in zone 1 has a car or availability of 1.37. This compares to the parking standard of 1.5 spaces per dwelling in zone 1.</p>
<p>Table 2 Residential Car Parking Standards, And page 22 onwards on Non -</p>	<p>Residential and non-residential standards are too low for all zones. Inevitable consequence is an increase in on-street parking.</p>	<p>As described in detail above, we have carried out new analysis of LSOA-level data by combining 2021 Census information on car or van availability with connectivity score data from the DfT. Using the connectivity scores for LSOAs, we grouped LSOAs according to connectivity score thresholds which informed the zones in the Consultation Draft of the Parking SPD, then assessed car and van availability by</p>

Paragraph	Summary of Representations	Council Response
Residential Parking Standards		<p>dwelling size within each group. The results show that the parking standards match or exceed the number of vehicles associated with existing dwellings of equivalent size in all cases but one. In that one case, car/van availability is only marginally higher than the corresponding parking standard.</p> <p>The non-residential parking standards have been developed using a combined approach that draws on both the established standards previously applied within the Borough and the parking standards adopted by neighbouring authorities. In addition, amendments have been made to the standards for educational establishments in response to consultation feedback and after a review of adjacent authorities' standards and seeking further specialist input.</p> <p>To address the risk of overspill parking, the 'principles' in the revised SPD now apply a stronger test to assess the potential impacts of development proposals that seek to provide lower levels of parking on on-street parking in the local area. See subsection 4.1 of the revised SPD.</p>
Table 5.3 Parking Space Requirements	The Parking Space Requirements in Table 5.3 are very important, a particular example being for infill or so called 'windfall' houses with their impacts on the existing properties and street parking - the proposals are a much needed improvement on the space required for parking for these types of developments.	Noted.
Table 5.3 Parking	Within [Table] 5.3, acceptable parking spaces, it is felt that spaces are only regarded as being acceptable if the vehicle can be taken out	The Borough Wide Design Guide SPD provides guidance on aspects of parking design including on-plot parking. Principle 6.8, read in combination with paragraph 6.35, identifies an

Paragraph	Summary of Representations	Council Response
Space Requirements	<p>without other vehicles having to be moved. E.g. a space 5.6m wide with length 10.4m would not be acceptable for 4 cars on a driveway abutting a building, albeit that the individual size of spaces is acceptable as those at the front could not exit until the vehicles parked behind moved. We are in favour of reverting to the requirement that spaces on a driveway next to a garage, need an additional 1m space to allow the garage door to open, preventing vehicles parking next to garages if they overhang the carriageway.</p>	<p>expectation that on-plot parking be provided to the side or rear of new dwellings, as opposed to in front. On-plot parking provided to the side of new dwellings – for instance in a tandem arrangement – avoids or limits the pitfalls associated with front curtilage parking, namely the domination of the appearance of the plot or the street scene with extensive hard surfacing or multiple or over wide vehicle cross overs.</p> <p>Table 5.3 in the Consultation Draft version of the SPD is Table 9.1 in the revised SPD. It includes a change such that where a space is located in front of a garage, the distance from the face of the garage to the highway boundary shall be a minimum of 6m.</p>
Paragraph 5.3 and Table 2 Residential Car Parking Standards	<p>Half a space per high accessibility 1 bed dwelling is unrealistic. It's one or more. The overspill of vehicles from unavailable allocated parking spaces in Windsor ends up blocking the highway.</p>	<p>Paragraph 5.3, now in section 5.3 of the revised SPD, explains that where a parking requirement calculated using the parking standards includes a fraction, then the figure will always be rounded up. For a development of, say, eleven one-bedroom flats in Zone 1, the parking standard of 0.5 spaces per dwelling would give 5.5 spaces, which would be rounded to 6 spaces.</p> <p>Additional guidance is provided on the provision of unallocated parking in developments in section 5.4 of the revised SPD. This can provide for both resident and visitor parking needs. Specifically, with reference to the representation, the National Model Design Code guidance (Ministry of Housing, Communities and Local Government, 2021) identifies that unallocated spaces are an efficient way to provide parking.</p>

Paragraph	Summary of Representations	Council Response
Table 2 Non - Residential Parking Standards	<p>In Table 2 of the Car Parking Standards, 2/3 spaces are allocated for medical and health services. Is this for staff or for patients?</p> <p>The parking arrangements will be inadequate when the St Cloud Way scheme is occupied, as no dedicated spaces appear to have been allocated for medical facilities (2 surgeries and a pharmacy) serving possibly 20,000 patients. It is not feasible or realistic to expect people to pay for parking in Hines Meadow (where the lifts are often out of order). (see Maidenhead Advertiser Viewpoint Friday 29th March, 2024)</p>	<p>The car parking standard for use class E(e) Medical or health services, as shown in Table 6.1 in the revised SPD, has been modified to show that the respective standard per consulting room includes staff.</p>
Table 2 Residential Car Parking Standards	<p>Requested change: Add note an exception for Maidenhead to avoid conflict.</p>	<p>Sub-section 2.4 on 'Neighbourhood Plans' in the revised SPD identifies the policies dealing with parking matters contained in made neighbourhood plans.</p> <p>Policies in made neighbourhood plans will be a material consideration in decision-making on planning applications and will be applied alongside the Local Plan and national planning policy when assessing proposals.</p>
Table 3	<p>Disagree with cycle storage requirements. Provision of only 2 cycle spaces for a 3 bedroom family house, and also 1 cycle parking space for every two 1-bedroom homes, is lower than the recommendation minimum provision in Table 11-1 of the Department for Transport's guidance on Cycle Infrastructure Design LTN1/20.</p> <p>Requested change: Table 3 should be amended to specify standards at least as high as DfT Table 11-1 in LTN1/20.</p>	<p>We have changed the cycle parking standards for residential development to mirror the requirements set out in LTN 1/20.</p>

Paragraph	Summary of Representations	Council Response
5.7	<p>The cycle parking fitness for purpose reads well and makes clear what is expected for new developments.</p> <p>However, concern about the storage of e-bikes away from properties – safety.</p>	<p>We consider that this is beyond the scope of the SPD.</p> <p>The Regulatory Reform (Fire Safety) Order 2005 applies to the common parts of residential buildings. Government and fire-safety bodies emphasise that e-bikes pose a new fire hazard that must be reflected in a building’s fire risk assessment.</p>
5.24	<p>Reference to “proposed major transport schemes.”</p> <p>The SPD should state what these schemes are, acknowledge that they are mainly focused on improving E-W travel only (e.g. the Elizabeth Line) and explain how they would lead to lower levels of parking demand overall.</p>	<p>Noted. Text removed.</p>
Table 2	<p>*Duplicate Table numbering*</p> <p>To avoid conflict between SPD and MNP requested change: Table 2 title amended to read “Non-Residential and Use Class C1, C2, C4 Parking Standards”.</p>	<p>Table numbering has been corrected.</p> <p>The title of Table 2, namely ‘Non - Residential Parking Standards from the Consultation Draft version of the SPD’, has been changed to ‘Non-residential and institutional and managed residential uses car and cycle parking standards’ in the revised SPD. It is Table 6.1 in the revised SPD.</p>
Section 6: Appendices		
Appendix A	<p>Disagree with the Parking Survey Methodology in relation to residential parking. This should be taken over a 200 metre walking distance (as opposed to 500m secondary zone stated). There is strong planning precedent for this in the</p>	<p>We have revised the guidance to such that, where a Parking Assessment is considered appropriate and requested by the council, the council’s Highway Development Control team can provide applicants with advice on the scope and requirements of a Parking Assessment, including appropriate</p>

Paragraph	Summary of Representations	Council Response
	<p>form of The Lambeth Methodology. In short residents are not going to walk longer than 200 metres to park their car.</p> <p>Furthermore, parking surveys should be undertaken between the hours of 0030-0530 should be undertaken on at least two separate weekday nights only.</p>	<p>methodologies for undertaking a Parking Survey. This guidance will reflect the specific context and characteristics of individual sites and locations. This is now set out in sub-section 4.1 of the revised SPD. Appendix A in the Consultation Draft version of the SPD has been deleted in the revised SPD.</p>
<p>Appendix B</p>	<p>The proposed minimum standard of 2.5m X 5m (Appendix B) should be deleted along with the word “preferred” as it will simply encourage developers to always argue for the minimum.</p>	<p>This is Table 9.1 in the revised SPD.</p> <p>Noted. The proposed minimum standard is considered appropriate. We have deleted the dimensions previously identified as ‘preferred’.</p> <p>The SPD sets minimum dimensions for a standard parking space of 2.5m wide by 5.0m long. These have been increased from the dimensions given in RBWM’s 2004 Parking Strategy of 2.4m by 4.8m, which were those given as recommended dimensions in Manual for Streets (DfT, 2007, at paragraph 8.3.58).</p> <p>The Clean Cities Campaign estimate that 29% of all cars in England were SUVs in 2022-23⁽¹⁾, which they define as a vehicle which exceeds either of a width of more than 1.8 metres or a length of more than 4.8 metres⁽²⁾. Further, they estimate that those UK new car registrations in 2024 which exceeded a 4.8m length or a 1.8m width, the average overhang beyond a 4.8m length was 0.15m and the average overhang beyond a 1.8m width was 0.06m⁽³⁾. Given these estimated figures, the minimum dimensions for a standard parking space of 2.5m wide by 5.0m long, as set in the SPD,</p>

Paragraph	Summary of Representations	Council Response
		<p>should accommodate the average dimensions of those UK new car registrations in 2024 which exceeded a 4.8m length or a 1.8m width.</p> <p>Footnotes: (1) https://cleancitiescampaign.org/10-times-more-suvs-in-cities-in-last-two-decades/, accessed 24/3/26. (2) https://cleancitiescampaign.org/1-million-cars-sold-every-year-too-big-to-park/, accessed 24/3/26. (3) Ibid.</p>
Appendix B, Table 5	<p>Parking space dimensions need to reflect current vehicle dimensions, with sufficient space around all four sides and away from buildings. Important vehicles do not overhang the pavement making it necessary to walk in the road, especially when pushing a buggy.</p>	<p>The SPD sets minimum dimensions for a standard parking space of 2.5m wide by 5.0m long. These have been increased from the dimensions given in RBWM’s 2004 Parking Strategy of 2.4m by 4.8m, which were those given as recommended dimensions in Manual for Streets (DfT, 2007, at paragraph 8.3.58).</p> <p>The Clean Cities Campaign estimate that 29% of all cars in England were SUVs in 2022-23⁽¹⁾, which they define as a vehicle which exceeds either of a width of more than 1.8 metres or a length of more than 4.8 metres⁽²⁾. Further, they estimate that those UK new car registrations in 2024 which exceeded a 4.8m length or a 1.8m width, the average overhang beyond a 4.8m length was 0.15m and the average overhang beyond a 1.8m width was 0.06m⁽³⁾. Given these estimated figures, the minimum dimensions for a standard parking space of 2.5m wide by 5.0m long, as set in the SPD, should accommodate the average dimensions of those UK new car registrations in 2024 which exceeded a 4.8m length or a 1.8m width.</p>

Paragraph	Summary of Representations	Council Response
		<p>Footnotes:</p> <p>(1) https://cleancitiescampaign.org/10-times-more-suvs-in-cities-in-last-two-decades/, accessed 24/3/26.</p> <p>(2) https://cleancitiescampaign.org/1-million-cars-sold-every-year-too-big-to-park/, accessed 24/3/26.</p> <p>(3) Ibid.</p>
Appendix B	Size of parking space should be 2.4 metres by 4.8 as per the standard outlined within the Manual for Streets. Parallel spaces should only need 2.0 metres, not 2.4 metres.	<p>See response immediately above regarding size of a standard parking space.</p> <p>The dimensions of parallel parking bays have been confirmed with the council's Highways Development Control team.</p>
Appendix B	Disappointing to see there is no provision in the SPD to avoid the width of parking bays being reduced by the incursion of pillars/columns and other structures (mainly in basement/under-croft car parks). SPD should be amended to cover this issue with car park design.	Detailed design aspects such as this are best considered through the development management process, including through potential pre-application discussion and advice.
Appendix C, Figure C1 Maidenhead Parking Standard Zones	Undesirable for the future parking SPD to create conflict by using an alternative zoning system for Maidenhead, and an SPD should not undermine policy requirements in the Maidenhead Neighbourhood Plan once it is adopted. Requested change: Figure C1 updated according to Examiner modifications	<p>Sub-section 2.4 on 'Neighbourhood Plans' in the revised SPD identifies the policies dealing with parking matters contained in made neighbourhood plans.</p> <p>Policies in made neighbourhood plans will be a material consideration in decision-making on planning applications and will be applied alongside the Local Plan and national planning policy when assessing proposals.</p>
Figure C1 Maidenhead	This is a reflection on cost and income. As rents are high it is likely that more and more 2 persons	As described in detail above, we have carried out new analysis of LSOA-level data by combining 2021 Census

Paragraph	Summary of Representations	Council Response
<p>Parking Standard Zones</p>	<p>with rent 1 bedroom accommodation and will have at least 1 car if not 2. This policy will make Maidenhead a ghost town with young disappearing as they will be unable to afford accommodation that has space for cars to use for work.</p>	<p>information on car or van availability with connectivity score data from the DfT. Using the connectivity scores for LSOAs, we grouped LSOAs according to connectivity score thresholds which informed the zones in the Consultation Draft of the Parking SPD, then assessed car and van availability by dwelling size within each group. The results show that the parking standards match or exceed the number of vehicles associated with existing dwellings of equivalent size in all cases but one. In that one case, car/van availability is only marginally higher than the corresponding parking standard.</p> <p>Further, the aim of this SPD is to ensure that appropriate parking is provided as part of new developments to achieves a balanced set of objectives, including to encourage and influence the efficient use of land.</p>
Appendix D: Evidence Base		
	<p>The four Zones are defined by opaque criteria. Why are we expected to rely on a DfT Connectivity Tool that nobody understands? RBWM should make its own assessment based on clearly identified and understandable criteria.</p>	<p>The DfT recommends the Connectivity Tool to local authorities as an analytical tool. The connectivity score measures people’s ability to get where they want and need to go using walking, cycling and public transport – to represent sustainable modes of transport – to reach jobs, shops, schools, healthcare and other essential services.</p> <p>As described in detail above, we have carried out new analysis of LSOA-level data by combining 2021 Census information on car or van availability with connectivity score data from the DfT. Using the connectivity scores for LSOAs, we grouped LSOAs according to connectivity score thresholds which informed the zones in the Consultation Draft of the</p>

Paragraph	Summary of Representations	Council Response
		<p>Parking SPD, then assessed car and van availability by dwelling size within each group. The results show that the parking standards match or exceed the number of vehicles associated with existing dwellings of equivalent size in all cases but one. In that one case, car/van availability is only marginally higher than the corresponding parking standard.</p> <p>We have prepared new maps for the zones in the revised SPD using the connectivity scores for each 100 metre by 100 metre grid square – the same scale used in the DfT’s underlying analysis – as the basis for assigning each square to a zone. Two forms of manual adjustment have then been applied to ensure the resulting zones are spatially coherent and accurately reflect local circumstances. This is further described in Appendix B of the revised SPD.</p> <p>On this basis, we consider that the zonal parking standards do support the provision by new developments of sufficient parking spaces.</p>
	<p>The evidence base is negatively skewed for three years from 2020 to 2022 by the COVID pandemic and subsequent home-working arrangements.</p> <p>The evidence base needs three years of unaffected trends, say 2023 to 2025, to be realistic.</p>	<p>The DfT recommends the Connectivity Tool to local authorities as an analytical tool. The connectivity score measures people’s ability to get where they want and need to go using walking, cycling and public transport – to represent sustainable modes of transport – to reach jobs, shops, schools, healthcare and other essential services.</p> <p>The datasets used in the Connectivity Tool are set out at https://connectivity-tool-lite.dft.gov.uk/help/understand-the-data.</p>

Paragraph	Summary of Representations	Council Response
		<p>The new analysis presented, in Appendix B of the revised SPD, does not rely on analysis of home working patterns and trends.</p>
	<p>The maps in Figures 4 to 7, and also in Figures 13 to 21 are very useful and the work is appreciated.</p>	<p>Noted.</p>
	<p>A very useful addition to the Evidence Base would be to apply the Parking Assessment as specified in Appendix A to recent RBWM developments such as Vicus Way in Maidenhead, to close the loop and assess how the parking provision relates to reality on the ground.</p>	<p>Noted.</p>
	<p>Appendix D does indeed show that car ownership varies between districts. However, it is not always directly related to distance from the town centre and car ownership is more related to income and family living. Three-quarters of town centre residents have a car. Braywick, not far to the south of the town centre, has nearly 95% ownership of at least one car. Areas further away have less than this.</p>	<p>As described in detail above, we have carried out new analysis of LSOA-level data by combining 2021 Census information on car or van availability with connectivity score data from the DfT. Using the connectivity scores for LSOAs, we grouped LSOAs according to connectivity score thresholds which informed the zones in the Consultation Draft of the Parking SPD, then assessed car and van availability by dwelling size within each group. The results show that the parking standards match or exceed the number of vehicles associated with existing dwellings of equivalent size in all cases but one. In that one case, car/van availability is only marginally higher than the corresponding parking standard.</p> <p>We have prepared new maps for the zones in the revised SPD using the connectivity scores for each 100 metre by 100 metre grid square – the same scale used in the DfT’s underlying analysis – as the basis for assigning each square</p>

Paragraph	Summary of Representations	Council Response
		<p>to a zone. Two forms of manual adjustment have then been applied to ensure the resulting zones are spatially coherent and accurately reflect local circumstances. This is further described in Appendix B of the revised SPD.</p> <p>On this basis, we consider that the zonal parking standards do support the provision by new developments of sufficient parking spaces.</p>
	<p>Manual for Streets clause 8.3.5 mentions the dangers of under-provision of parking spaces. It would appear that RBWM is falling into that trap, assuming that if residents walk and cycle more and use public transport, they will not own cars. “The Loftings” as an example, which opened in 2020. Parking was restricted as it is a 5- minute walk to the station and bus stops and is situated adjacent to Vicus Road car park. A check on a Saturday revealed 22 cars and vans parked with two tyres on the footpath around the development, and another dozen or so parked in areas not intended for parking, restricting the road. A petition was arranged by the residents when the management company tried to restrict parking to allocated spaces. The parking provision is totally inadequate.</p>	<p>As described in detail above, we have carried out new analysis of LSOA-level data by combining 2021 Census information on car or van availability with connectivity score data from the DfT. Using the connectivity scores for LSOAs, we grouped LSOAs according to connectivity score thresholds which informed the zones in the Consultation Draft of the Parking SPD, then assessed car and van availability by dwelling size within each group. The results show that the parking standards match or exceed the number of vehicles associated with existing dwellings of equivalent size in all cases but one. In that one case, car/van availability is only marginally higher than the corresponding parking standard.</p> <p>Given the above, we consider that the zonal parking standards do support the provision by new developments of sufficient parking spaces.</p> <p>To address the risk of overspill parking, the ‘principles’ in the revised SPD now apply a stronger test to assess the potential impacts of development proposals that seek to provide lower levels of parking on on-street parking in the local area. See subsection 4.1 of the revised SPD.</p>

Paragraph	Summary of Representations	Council Response
	<p>Publication Car Ownership: Evidence Review Published by The Department for Transport, section 6.1 Forecasted trends in car sales states, “Evidence from the UK forecasts that UK car sales will increase until at least 2028. International evidence also suggests car sales will increase in the UK and in Europe in the next few years, but will eventually decrease after 2030”. RBWM must assume increasing car ownership until at least 2030 and the SPD must reflect this.</p>	<p>The parking standards provide for new parking spaces to be planned to serve new development and therefore, in practice, the planning process is allowing for a future growth, in absolute terms, in car use.</p>
	<p>The methodology described in Appendix D to the draft SPD for determining the number of on-site parking spaces required per new dwelling considers various factors including the existing, rather than planned, availability of public transport within the Borough. Cookham Parish Council trusts that the RBWM will aggressively drive future improvements to public and active transport within the Borough, and that the RBWM’s parking SPD will be frequently updated, as appropriate, in response to these improvements.</p>	<p>As described in detail above, we have carried out new analysis of LSOA-level data by combining 2021 Census information on car or van availability with connectivity score data from the DfT. Using the connectivity scores for LSOAs, we grouped LSOAs according to connectivity score thresholds which informed the zones in the Consultation Draft of the Parking SPD, then assessed car and van availability by dwelling size within each group. The results show that the parking standards match or exceed the number of vehicles associated with existing dwellings of equivalent size in all cases but one. In that one case, car/van availability is only marginally higher than the corresponding parking standard.</p> <p>Given the above, we consider that the zonal parking standards do support the provision by new developments of sufficient parking spaces.</p> <p>The council is in the process of preparing a new Local Transport Plan for the borough.</p>

Paragraph	Summary of Representations	Council Response
4.4	<p>Should acknowledge that for 3 bed homes there is no strong correlation with the number of vehicles. Many working families have more than one driver in the home, with average vehicle availability across the Maidenhead Neighbourhood Forum area of 1.4 per household (Census 2021).</p>	<p>As described in detail above, we have carried out new analysis of LSOA-level data by combining 2021 Census information on car or van availability with connectivity score data from the DfT. Using the connectivity scores for LSOAs, we grouped LSOAs according to connectivity score thresholds which informed the zones in the Consultation Draft of the Parking SPD, then assessed car and van availability by dwelling size within each group. The results show that the parking standards match or exceed the number of vehicles associated with existing dwellings of equivalent size in all cases but one. In that one case, car/van availability is only marginally higher than the corresponding parking standard.</p> <p>Given the above, we consider that the zonal parking standards do support the provision by new developments of sufficient parking spaces.</p>
9.1 to 9.6	<p>Accessibility is being determined using the DfT Connectivity tool. This tool is not however available to the public or to MNF and it is very difficult to respond intelligently. The public is in effect being asked to accept the results of an algorithm they have no visibility or understanding of.</p> <p>Requested change: A paragraph should be included which at least explains what inputs RBWM has made to the DfT Connectivity Tool, and also include a list of the parameters used by the tool to calculate the connectivity score.</p>	<p>The DfT recommends the Connectivity Tool to local authorities as an analytical tool. The connectivity score measures people’s ability to get where they want and need to go using walking, cycling and public transport – to represent sustainable modes of transport – to reach jobs, shops, schools, healthcare and other essential services.</p> <p>The Government released, in December 2025, a Connectivity Tool Lite version. This is available for general use at https://www.gov.uk/guidance/connectivity-tool. The datasets used in the Connectivity Tool are set out at https://connectivity-tool-lite.dft.gov.uk/help/understand-the-data.</p>

Paragraph	Summary of Representations	Council Response
9.5	<p>Suggests that connectivity is a relative measure, with the highest score being 100. This benchmark is likely to be set by big cities such as London and Manchester, and it's hard to evaluate whether scaling from this gives realistic results for towns such Maidenhead or Windsor with far less well developed public transport options.</p>	<p>As described in detail above, we have carried out new analysis of LSOA-level data by combining 2021 Census information on car or van availability with connectivity score data from the DfT. Using the connectivity scores for LSOAs, we grouped LSOAs according to connectivity score thresholds which informed the zones in the Consultation Draft of the Parking SPD, then assessed car and van availability by dwelling size within each group. The results show that the parking standards match or exceed the number of vehicles associated with existing dwellings of equivalent size in all cases but one. In that one case, car/van availability is only marginally higher than the corresponding parking standard.</p> <p>Given the above, we consider that the zonal parking standards do support the provision by new developments of sufficient parking spaces.</p>
10.2	<p>Paragraph 10.2 should acknowledge that other zoning exists for Maidenhead.</p>	<p>Sub-section 2.4 on 'Neighbourhood Plans' in the revised SPD identifies the policies dealing with parking matters contained in made neighbourhood plans.</p> <p>Policies in made neighbourhood plans will be a material consideration in decision-making on planning applications and will be applied alongside the Local Plan and national planning policy when assessing proposals.</p>
10.3	<p>There is a big difference between a household owning 1 car and no car. We believe grouping together 'no car' and 'one car' here is unhelpful and gives an unrealistic picture. Census 2021</p>	<p>Noted.</p> <p>As described in detail above, we have carried out new analysis of LSOA-level data by combining 2021 Census</p>

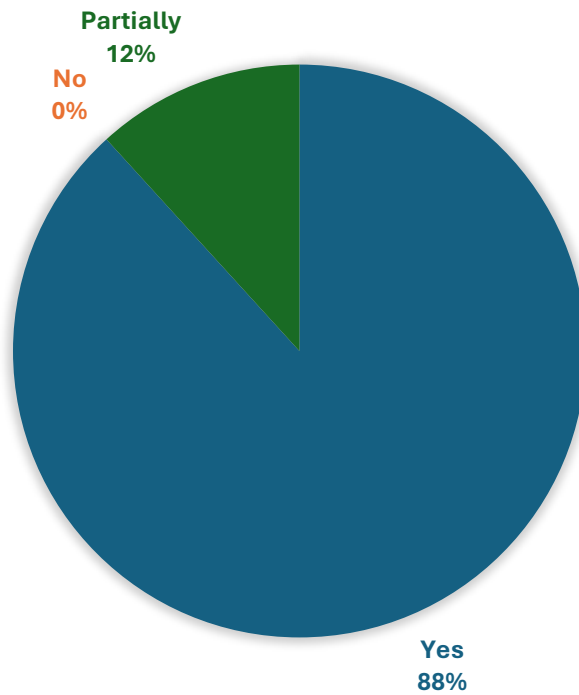
Paragraph	Summary of Representations	Council Response
	<p>data in Maidenhead Neighbourhood Forum Part 2 Evidence Base Fig 1.3.4-1 shows that in even the most central of town centre zones (Nomis/ONS 005G), households with no vehicle represent only 40% of the total, while 49% have 1 vehicle and a further 11% have more than one vehicle. That said, the average vehicle availability in the town centre (005G/005H) is 0.8/0.9 per household, compared with an MNF-wide average of 1.4.</p> <p>Census data shows that the average vehicle availability per household has not fallen at all between 2001 and 2021, as vehicle availability has grown in line with population. The SPD should take a realistic view on future vehicle ownership trends.</p> <p>Requested change: The wording should as a minimum be updated to separate out the percentage with <u>no</u> vehicle and the percentage of households with one or more vehicles, as in Table 6.</p>	<p>information on car or van availability with connectivity score data from the DfT. Using the connectivity scores for LSOAs, we grouped LSOAs according to connectivity score thresholds which informed the zones in the Consultation Draft of the Parking SPD, then assessed car and van availability by dwelling size within each group. The results show that the parking standards match or exceed the number of vehicles associated with existing dwellings of equivalent size in all cases but one. In that one case, car/van availability is only marginally higher than the corresponding parking standard.</p> <p>Given the above, we consider that the zonal parking standards do support the provision by new developments of sufficient parking spaces.</p>

List of Respondents

The Windsor and Eton Society	Maidenhead Neighbourhood Forum	Society for the Protection of Ascot & Environs (SPA E)
Cookham Society	Maidenhead Methodist Church	Winkfield Parish Council
Ascot Neighbourhood Plan Steering Group	Savills on behalf of Taylor Wimpey	Maidenhead Civic Society
Natural England	Cookham Parish Council	Burnham Parish Council
Ascot Neighbourhood Plan Delivery Group	National Highways	John Gripton
Ian Haggart	Ann Pfeiffer	Cllr Mark Howard
Chris Sale	A M Baker	Andrew Brown
C Leigh	Miles Holroyd	David Taylor
Caroline Wells	Andy Woodcock	Jane Brett
Jack Thompson	David Voyce	Jill Chadwick
Khalad Hussain	John Barringer	

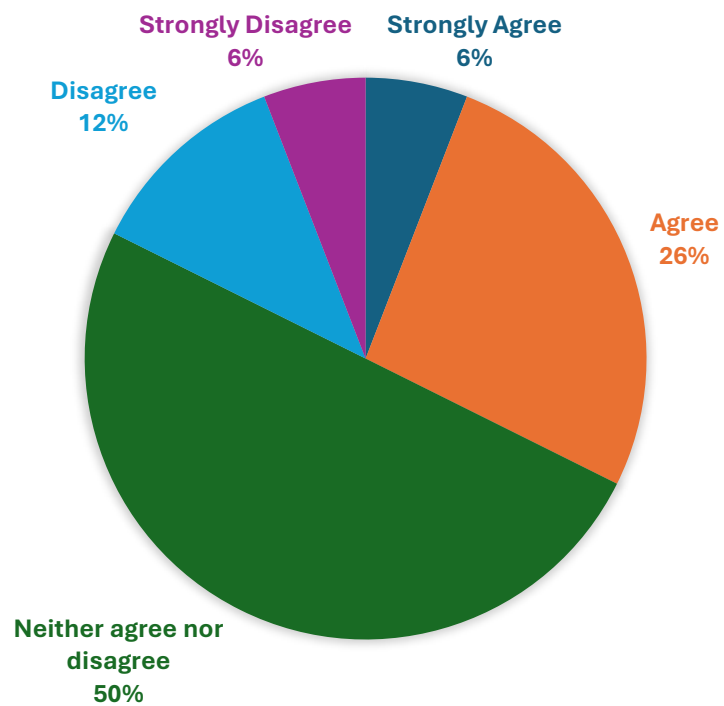
Appendix B – Survey Response Report for consultation

Q1: Have you read the draft Parking SPD?



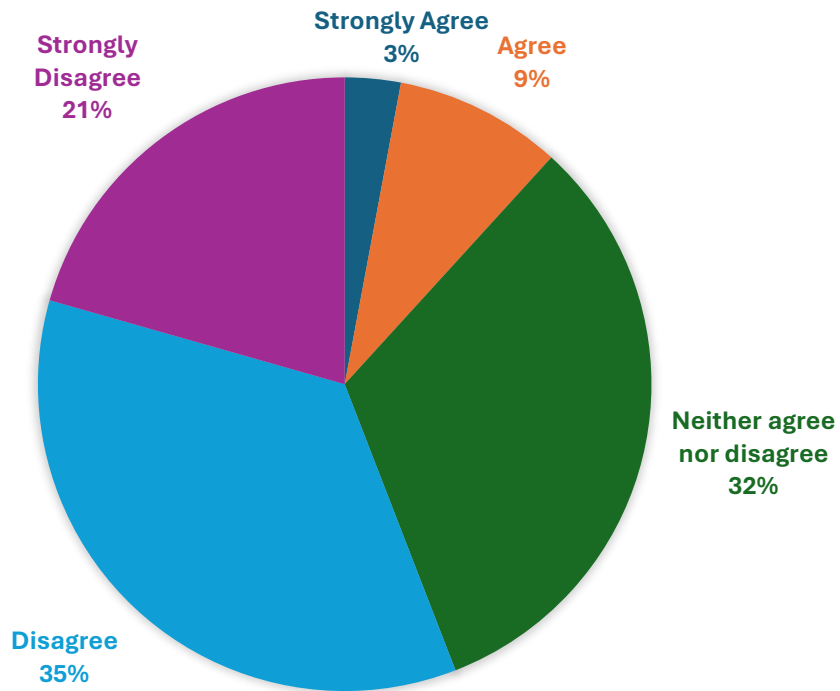
Q2: How strongly do you agree with the following statement:

The draft Parking SPD is clear and easy to understand



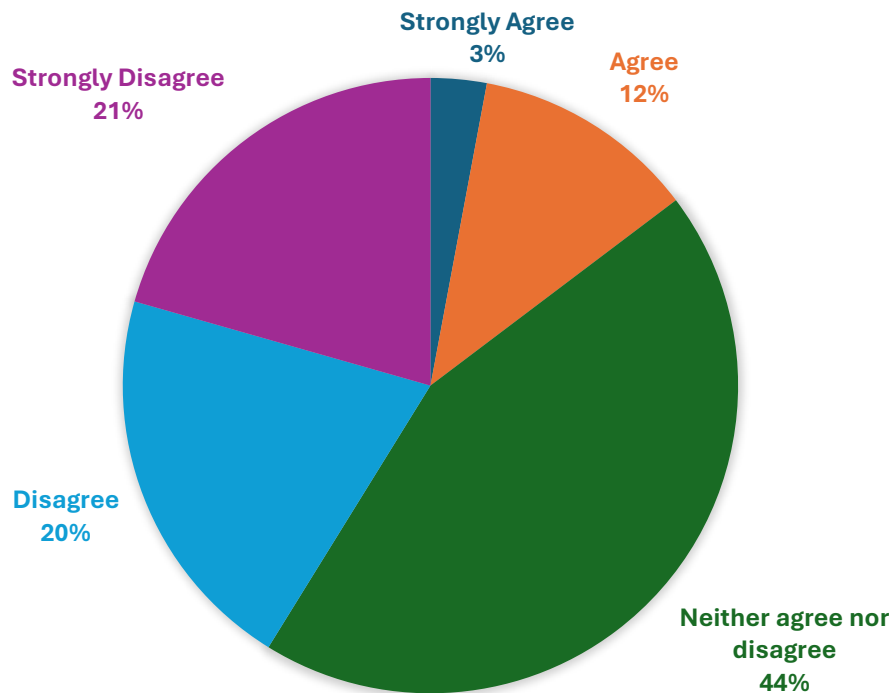
Q3: How strongly do you agree with the following statement:

The proposed parking standards for new development are appropriate for my area.



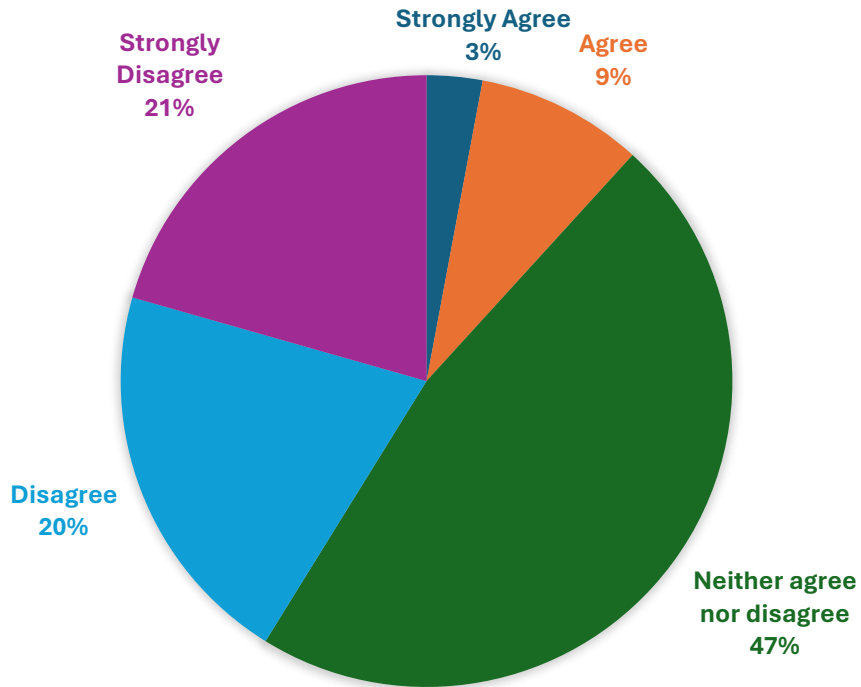
Q4: How strongly do you agree with the following statement:

The SPD will help manage parking pressure in new developments.



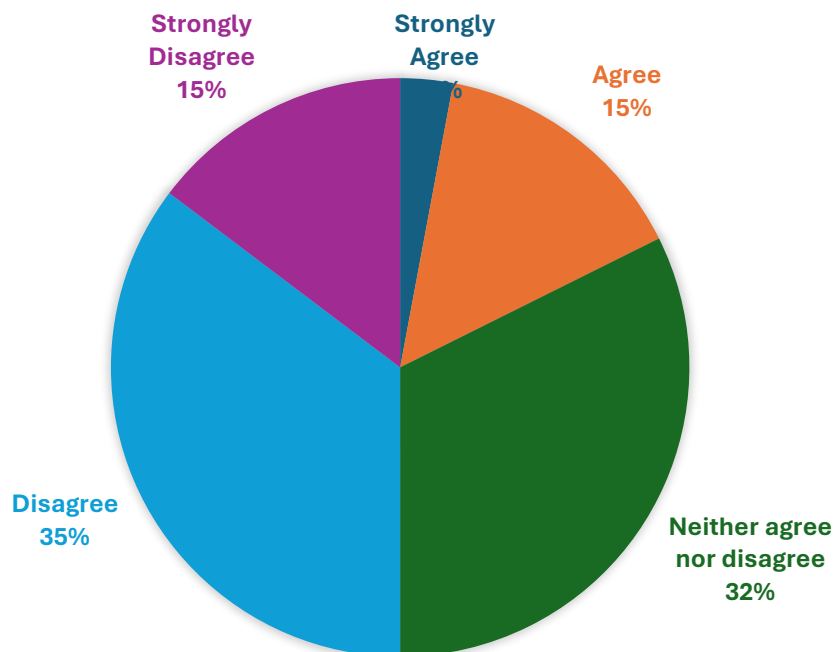
Q5: How strongly do you agree with the following statement:

The SPD supports the Council’s wider aims for sustainable growth and good design.



Q6: How strongly do you agree with the following statement:

Overall, I support the approach set out in the draft Parking SPD.



Q7: What aspects of the SPD do you support?

[Free text summary]

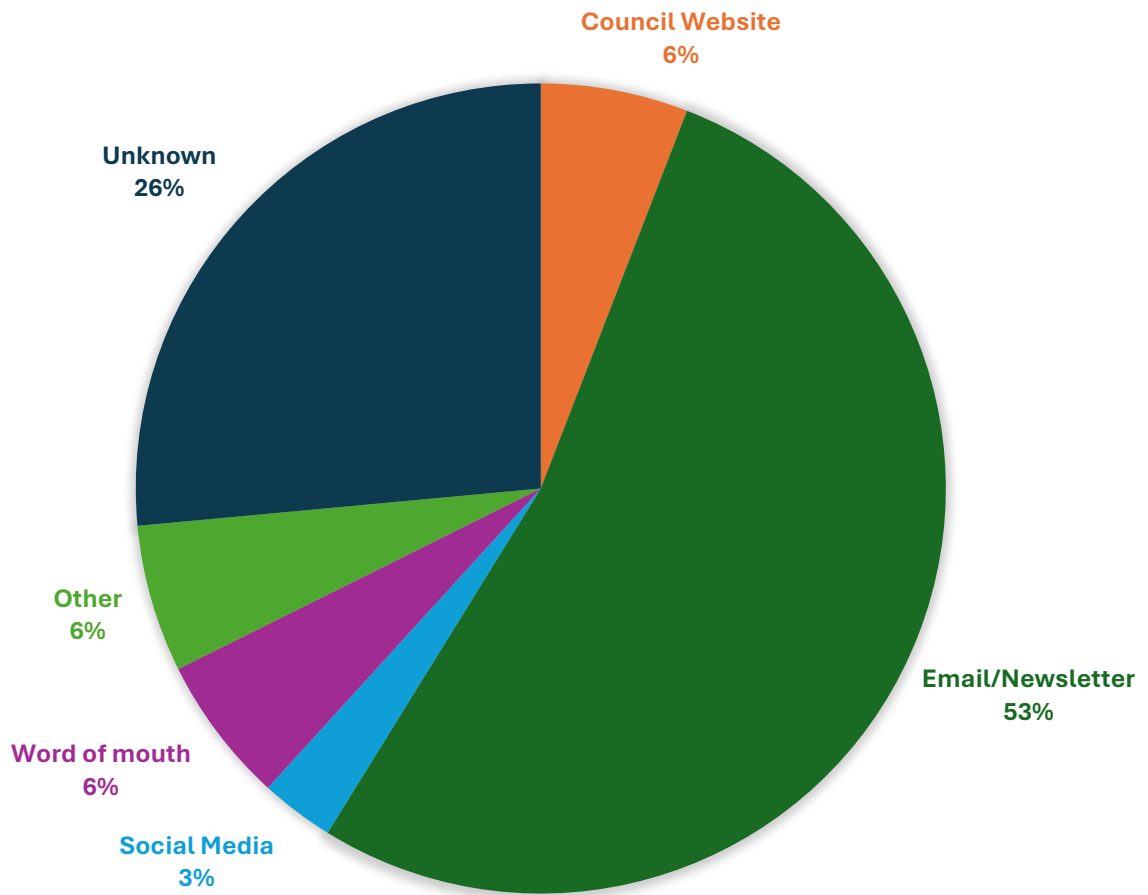
- Supportive of the statement in 4.12, in that it is now accepted that restricting parking does not limit car ownership and that it may force people to park inappropriately.
- Endorse the recognition alluded to in the above paragraphs by the Council that the parking standards expressed in the SPD are provided as guidance only, and that a flexible approach will be taken on a case-by-case basis to reflect local and site-specific circumstances.
- Pleased to see that the Council has listened with the draft now being consulted on with proposals for zoning.
- General approach of parking varying with location supported.
- Managing parking spaces in new developments is important.
- Cookham Parish Council supports the aspects of the SPD which encourage Cookham Residents to use public or active transport, where this is practicable and safe.

Q7: Do you have any concerns or suggested improvements?

[Free text summary]

- Rigid adherence to the proposed parking standards will impede development and result in the inefficient use of land.
- Document is too detailed for the lay person to understand. A more concise summary of the features and benefits would be preferable.
- Disagree with the zoning designations.
- Concerned about the lack of general parking in the town centres.
- The evidence base is negatively skewed for three years from 2020 to 2022 by the COVID pandemic and subsequent home-working arrangements.
- Parking space dimensions need to reflect current vehicle dimensions, with sufficient space around all four sides and away from buildings.
- Concerned that there is not enough visitor parking for visitors
- The draft SPD does not appear to specify any requirements for tandem parking bays.
- Some of the parking requirements are too low, especially for smaller dwellings (where two cars are still common), and educational establishments (where most teaching staff drive, as most live outside of catchment).
- The parking standards within Zone 1 (i.e. walking distance from Maidenhead Station, etc) are too high. Parking should be zero within this zone to aid with congestion with the town centre.
- Does not reflect lack of public transport. Cannot expect people to rely on a charity e.g. people to places which has limited availability.

Q8: How did you hear about this consultation?



Demographic Information:

