

12.3 Residential Parking

Vehicle owners desire peace of mind that their car will be safe when parked within a home environment, particularly overnight. People also need to feel safe for the short journey on foot from car to home. More detailed advice on accommodating parking, including on street, courtyard, in-curtilage and basement parking is provided in “By Design: Better Places to Live - A Companion Guide to PPG3”. It also provides additional advice on design for cycle storage.

SPG Key Principles

- Parking should be within close proximity of dwellings.
- Where possible, residents should have unrestricted views over their vehicles.
- Garages located at the rear of property should have controlled access via a private gate for safety and security.
- Garages should be designed and positioned so that they can not be used as climbing aids to gain access to properties.
- Design parking courtyards to create a sense of place so that the court is a place with parking in it, rather than a car park.
- Parking courts should not exceed 10 no. spaces. If there are more than 10 spaces the layout should be broken up.
- Parking courts should be overlooked by habitable or active rooms in neighbouring buildings and sensitive lighting provided.
- Parking courts should have secure access.
- Parking courts should include sheltered secure parking facilities for bicycles and motorbikes/mopeds.



Fig 53: Courtyard parking with secure gated entrance. Source: Northamptonshire County Council.



Fig 54: Unlit garage block with poor surveillance becomes a target for crime and vandalism. Source: Northamptonshire Police

On street parking can only be adopted where permissible as public provision within the highway

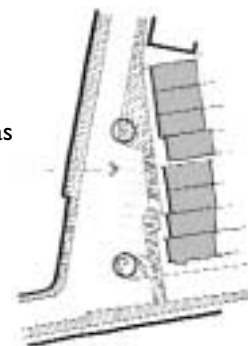


Fig 55: Adopted parking.

12.4 Secure Parking for Bicycles and Motorbikes

Bicycles and motorbikes (including mopeds and other powered two wheelers), can be extremely valuable property. They are particularly vulnerable to both opportunistic and organised theft. Provision of secure parking facilities for all types of “bikes” is vital, particularly in such places as public transport interchanges, work places, tourism attractions, shopping and entertainment centres, and residential developments. Countywide standards on parking provision for motorbikes and bicycles is contained in Supplementary Planning Guidance on Parking (March 2003).

Designated parking bays should include secure facilities for motorbikes such as anchor points or raised low level hitching rails. However, care needs to be taken to ensure that these do not become a trip hazard and preferably should be integral with pedestrian railings or protected by other means to safeguard pedestrians, particularly people with impaired vision.

Cyclists and motorbike riders are prone to the same personal and vehicle security concerns as other transport users. Advice set out in this SPG on lighting and surveillance for example, equally apply to secure parking facilities for motorbikes and bicycles. Secure parking should be located where surveillance can be provided by users on active streets (not on backstreets), or from neighbouring houses and buildings, be close to staff offices in supervised car parks, and optimise cover by CCTV where this is available.

SPG Key Principles

All types of parking facilities for motorbikes and bicycles should:

- Be convenient, of good design and well lit.
- Positioned where parking attendants, passers by or overlooking from neighbouring buildings can provide surveillance.
- Be protected by CCTV, where appropriate.
- Use vandal resistant materials for hitching rails and anchor points.



Fig 56. Sheltered and well lit cycle parking in residential development.
Source: Northamptonshire County Council



Fig 57: Hitching rail protected by railing to avoid creating a trip hazard to pedestrians.
Source: Department for Transport.



Fig 58: Secure ground level anchor point.
Source: Department for Transport.

PLANNING OUT CRIME IN NORTHAMPTONSHIRE

Supplementary Planning Guidance



13.0 Safer Public Transport Facilities

- 13.1 Introduction
- 13.2 Bus Stops and Shelters
- 13.3 Public Transport Interchanges



13.0 Safer Public Transport Facilities

13.1 Introduction

National and regional planning policy guidance encourages the use of public transport as a sustainable travel choice. This is supported in the Adopted County Structure Plan (March 2001) through policies T1 and T6.

13.2 Bus Stops and Shelters

Crime and disorder and fear of crime issues should be given due consideration when deciding on the location, provision and design of bus stops and shelters.

The appearance and quality of a bus stop and shelter presents a clear image to users about the quality of the service as well as a perception of the community and environment around them. Graffiti and vandalism are key factors influencing fear of crime and signal neglect, poor supervision and lack of control. Advice on vandal resistant products and design can be provided by Northamptonshire Police.

SPG Key Principles

- Locate bus stops/shelters to ensure good surveillance from adjacent buildings and active streets as well as the highway.
- Use vandal resistant materials.
- Ensure bus shelter walls are transparent to enable views into and out from the shelter.
- Design shelters with at least two points of entry/exit to restrict the opportunity for entrapment.
- Ensure bus stops/shelters are well lit, or located in an area which is generally well lit.
- Locate bus stops so they are not immediately adjacent to “hot spots” such as pubs, clubs, off-licenses etc.
- Ensure bus stops/shelters remain unobscured by landscaping and foliage or other road signage.

13.3 Public Transport Interchanges

Bus and railway stations can provide a hub for activity but at non-peak times, including at night, they also can be solitary places. Stations can be a magnet for crime and nuisance. Well designed stations when complemented by effective management measures, can significantly reduce fear of crime and incidence of crime and disorder. Management measures might include security staff, a strong maintenance regime (e.g. repairs, graffiti and litter removal), clear passenger information and signage, and accessible help or alarm points linked to monitored CCTV.

Passengers also require safe access routes to and from bus and train stations and between the station and their next form of transport e.g. secure station parking (car, bicycle, motorbike), taxi rank, town centre, key cultural leisure and entertainment attractions and key employment areas. Principal pedestrian and cycleway routes linking bus and train stations with such key locations/uses should be clearly signed, direct, well lit and with clear lines of visibility, and good natural surveillance.

SPG Key Principles

- Design station buildings to provide clear sight lines to maximise visibility, including smooth wall faces without recesses where people may be concealed.
- As far as possible, use transparent materials such as toughened glass to maximise visibility and resist vandalism.
- Provide monitored CCTV coverage.
- Locate staff information and help points so they are highly visible and accessible to waiting passengers.
- Locate a taxi rank at the main external pedestrian exit point.

PLANNING OUT CRIME IN NORTHAMPTONSHIRE

Supplementary Planning Guidance



14.0 Sources of Information



14.0 Sources of Information

This guidance has taken into account other agencies publications on crime prevention and current planning policies and guidance notes of Northamptonshire local authorities.

Local Sources

Revised Regional Planning Guidance for the East Midlands Consultation Draft (April 2003)

Adopted Northamptonshire County Structure Plan, March 2001

Local Plans produced by the District and Borough Councils of Corby, Daventry, East Northamptonshire, Kettering, Northampton, South Northamptonshire and Wellingborough.

Crime Reduction in Residential Areas SPG, South Northamptonshire Council.

Supplementary Planning Guidance on Building Better Places, Guide to Sustainable Development, Borough Council of Wellingborough, adopted April 2003.

Shop Front Security Code No:DC013, Borough Council of Wellingborough.

“Shopfront Security” Supplementary Planning Guidance, Daventry District Council.

Daventry Conservation Area Shop Fronts Design Guide SPG, Daventry District Council.

Parking Supplementary Planning Guidance, March 2003, Northamptonshire County Council in partnership with Northamptonshire district and borough councils.

Public Rights of Way in Northamptonshire - A Step by Step Guide for Developers, March 2003 Northamptonshire County Council.

Planning Out Crime, Planning In Community Safety, Community Safety Department, Northamptonshire Police

Northamptonshire Local Authority and Police Website Addresses

Northamptonshire County Council: www.northamptonshire.gov.uk

Northamptonshire Police: www.northants.police.uk

ComPass Unit: www.compassunit.com

Districts and Borough Councils:

Borough Council of Wellingborough www.wellingborough.gov.uk

Corby Borough Council www.corby.gov.uk

Daventry District Council www.daventrydc.gov.uk

East Northamptonshire Council www.east-northamptonshire.gov.uk

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