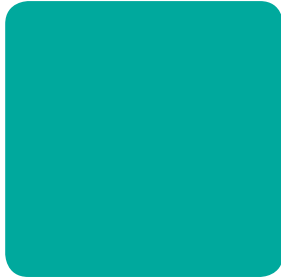


PARKING PRACTICE NOTES  
Revised February 2012

# Coach Parking Facilities



# INTRODUCTION

Revised February 2012

This Parking Practice Note is jointly produced by the British Parking Association (BPA) and the Confederation of Passenger Transport (CPT). CPT is the national trade association representing the interests of professional operators of buses, coaches and light rail systems.

Both BPA and CPT are keen to promote best practice and have therefore written this briefing sheet to identify facilities that should be considered when providers are designing, introducing or upgrading their provisions for coach parking.

Numerous factors will affect the decision on what can be provided and where. For example, every location will differ with regard to geography, topography and accessibility; therefore each solution will be different. Furthermore, historical circumstances may limit the options available. However, each of the following aspects should be addressed such that the resultant coach park reflects best practice whilst taking account of local and financial constraints.



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## LOCATION OF SITE

The coach park should be located as close as possible to the town centre or tourist attraction. Elderly and disabled passengers may have difficulty in walking; long distances from the coach park might reduce their enjoyment of the attraction and the time they have to spend there.

The site location should also be chosen to improve the safety and security of the vehicle and its passengers. For example, this might be close to a police or rail station with manned offices. Where it is impossible to locate the coach park close to the town centre or attraction, suitable setting down and picking up points should be provided as close as possible to the ideal position. The provision of signs and other relevant facilities will also be required.

## PEDESTRIAN ACCESS TO THE SITE

The pedestrian access routes to and from the coach park should be safe and well lit. Ideally these should be totally segregated from the vehicular access and well-signposted.

The routes should be as level as possible with ramps rather than, or in addition to, steps. The pavement surface should be smooth and comply with current best practice for footpaths.

## COACH ACCESS TO THE SITE

The route(s) to and from the coach park should be suitable for use by large coaches. The routes should be free from projections (such as overhanging trees, protruding signs, lamp-posts, etc.) and narrow entrances or bridges.

- Although the EU minimum height clearance should be at least 4.2m, the UK legal limit of 4.57 is preferable.
- The minimum lane width should be at least 3.5m with no sharp bends.

The routes should be well sign-posted from the main highways into the area. The signs should be visible under all lighting conditions, large enough and well-positioned for easy recognition.

Consideration should also be given to the potential adverse effects of temporary restrictions on access to the site, such as parked cars, delivery vehicles or road works.



## THE SITE

Ideally the site should be level with just sufficient slope to drain away water. Surface cambers should be kept to the minimum (to prevent “grounding” of the coach), especially where two slopes join or sharp turns are necessary.

The site should have a hard surface (e.g. tarmac or concrete) with adequate foundation to withstand the wheel loads involved. The overall drainage of the site should be adequate to cope with storm water or flash floods.

The layout of the site should be designed to reduce the need for reversing manoeuvres. Where these are unavoidable, there should be an adequate area to safely execute the reversing or turning manoeuvres necessary.

There should be sufficient marked parking spaces to cater for the normally expected peak demand, although it would be sensible to cater for additional capacity as the improvement in facilities might be expected to create an increase in demand.



Each parking bay should be at least 15m by 5m to allow for safe manoeuvres, opening of doors, opening of side and rear luggage lockers and safe pedestrian movements (although ideally these passenger movements should be segregated for the vehicle parking and turning areas).



It should be noted that more coaches may be equipped with lifts to improve access for wheelchair-bound and semi-ambulant passengers; extra space at the side will thus be needed.

Street furniture (such as lamp-posts, signs, seats, shelters, etc.) should be kept to a minimum subject to providing the desired facilities. It should be designed and marked to be highly visible under all lighting conditions and located in a sensible position to reduce the potential for accident damage (to both coach and facility).

The whole site should be well lit to ensure the safe execution of manoeuvres, the safety of passengers and the security of vehicles and their contents.

The lighting should be from a high level to prevent glare during manoeuvres and reduce the potential for vandalism.

There should be a supply of clean water to service the coach (e.g. to top-up the radiator or windscreen washer reservoir; to clean windows, etc.). This water supply needs to be suitable for drinking (i.e. potable – to fill the drinks machine or washbasin reservoir). Details of a suitable arrangement can be obtained from CPT or the local Environmental Health Office.

## INFORMATION AND FACILITIES FOR DRIVERS AND PASSENGERS

There should be a map of the local area showing the location of the coach park, places of interest and places of importance or frequent use (i.e. refreshment facilities, shops, banks, police station, hospital, bus/rail station, library, museums, etc.). There should be supporting information ideally showing distances or walking times, opening times, prices, etc.

There should be telephones and cash withdrawal facilities on site or immediately nearby.

There should be toilet and washroom facilities (including for disabled people). These should be clean and hygienic and available at all times that the coach park is open.

There should be a covered or enclosed waiting area to protect passengers from inclement weather; however personal security must also be ensured. This area must be well lit, visible from outside surroundings and close to attended premises in order to summon help. A panic alarm might also be desirable.

There should be refreshment facilities on site or nearby. Ideally this should include hot, but not “take away” food (in order to minimise litter on the park and in vehicles).



## ADDITIONAL INFORMATION AND FACILITIES FOR DRIVERS

Coach drivers need additional information and facilities than those mentioned above. There should be information on local coach operators and garages that can provide operational assistance and spare parts to rectify any problem with the coach.

Drivers may also need access to information on local hotels, guest houses, restaurants, taxis, local authority services, police, doctors, hospitals with accident and emergency units, etc. Furthermore, information on other local places of interest might encourage a future return trip.

## PARKING CHARGES AND COACH SECURITY

If a charge for coach parking is applied, the fee needs to be reasonable for the facilities provided and proportional to the time the vehicle is parked. Most operators will willingly pay reasonable charges to know that their coach and its contents are safe and secure.

The issue of security is particularly important for overnight parking. Ideally this should be in a secure park with perimeter fencing, good lighting, 24 hour attendance and CCTV monitoring.

## VANDALISM AND MAINTENANCE

Unfortunately any facility supplied for the benefit of the public or a specific section of the public, is liable to be abused by vandals. However, it is important to maintain the coach park and its facilities in a clean and well maintained condition. If the facility (or a specific part) were to fall into disrepair, coaches may tend not to use the site and the downward trend will continue as visitor trips to the area or attraction decline.

## COACH DIMENSIONS

To aid decision making, information regarding coach dimensions, weight and manoeuvrability has been included in this briefing sheet.

The current legal maximum dimensions of a coach are: -

- 15m long, 2.55m wide and 4.57m high (although most do not exceed 4.2m). It should however be noted that articulated coaches can be 18.75m long.

The current legal maximum weights are

- 19.5t for 2 axle coaches, 26t for 3 axle coaches and a rear drive axle of 11.5t.

Legally all coaches must be able to manoeuvre on both left and right turns within two concentric circles, the inner being 5.3m radius, the outer being 12.5m radius.

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Any views expressed in this note are those of the author.