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Standing Still

Emily Nagler
July 2021

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List of Abbreviations

ABP	AddressBase Premium
BEV	battery electric vehicle
DfT	Department for Transport
EHS	English Housing Survey
IMD	Index of Multiple Deprivation
NTS	National Travel Survey
OA	Output Areas
ONS	Office for National Statistics
OSMM	Ordnance Survey MasterMap
PHEV	plug-in hybrid vehicle
UPRN	Unique Property Reference Number

Foreword

For all the debate that goes on about how, for environmental reasons, we ought to curtail the amount of driving we do, it is still quite remarkable just how little of their lives our cars spend actually being driven. One of the key findings of the RAC Foundation's 2012 report *Spaced Out* was that cars spend just under 4% of their time in motion, rather than being parked somewhere, and so we thought that it was about time we had another look to see what had changed – and the answer is... not much at all. Perhaps there's been a small shift in the balance between time parked at home and time parked at work, but overall the answer is that things are pretty much the same.

Of course averages mask a multitude of extremes, with some cars racking up thousands of miles while others – cherished classics, for example – may manage no more than a few hundred a year. Nevertheless, the vast majority of those miles, as of today, involve an internal-combustion engine with all the associated carbon and air quality problems they cause. But might there be a glimmer of environmental good news to be found in the fact that cars lead such sedentary lives? Maybe so, if the cars in question could be plug-in battery electric vehicles being recharged while their drivers are busy doing other things.

To delve into that opportunity, this report picks up some leading-edge analysis of Ordnance Survey data by Field Dynamics which attempts to uncover how many homes have the potential for off-street parking so that a battery electric car could be parked and recharged. 'Potential' is the key word, because the availability of a piece of land that is (or can be) connected to the road, and then furnished with a power supply, still doesn't mean we'd necessarily want to repurpose it for parking. Nevertheless, there is clearly a great deal of that potential to be explored. Similarly, if more workplace parking came with the option of recharging, the incentive for employees to go electric could be sizeable.

Unfortunately, much of the apparent provision for residential parking in garages is undermined by the fact that there's a marked disparity between the way our cars have been growing over the years and the fact that our garages – in particular our garage doors – have not. And many garages aren't handily close to our homes, and thus aren't able to be connected easily to our electricity supply.

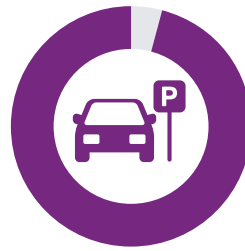
So where does that leave our policymakers? As is so often the way, the answer doesn't lie in searching for a silver-bullet solution: for some of us, home charging could be a relatively simple and attractive option; for some, it could be charging at the workplace; for others, the best answer could be public chargepoints, whether that means connecting overnight from a nearby lamppost or accepting a very rapid charge quickly at a service station (remember, the car technology needs to develop to be able to accept ultra-rapid charging, not just the chargepoints)... The future will not be as straightforward as everyone having to fill up as they do today with petrol or diesel – but the future could yet be both cleaner and more convenient if we get it right.

Steve Gooding

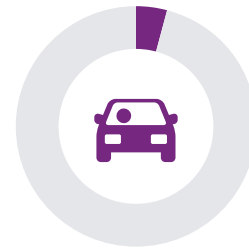


Director, RAC Foundation

As of 2018–19, personal cars and light vans in England spend, on average,



96%
of the time parked
and therefore



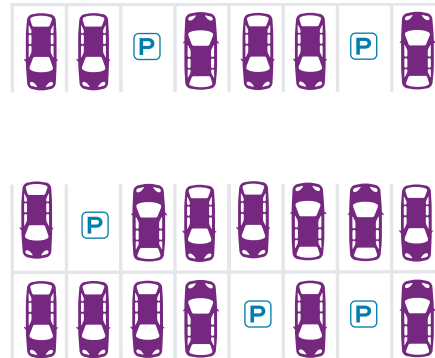
are driven only
4%
of the time.

When parked, these cars and light vans spend, on average, **73%** of the time at home and **23%** of the time elsewhere (making up the 96% of time for which they are parked). This division has changed little since as far back as 1995.

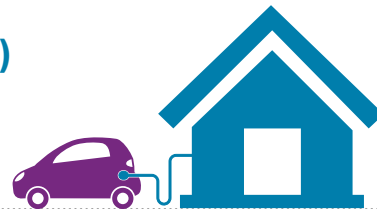


Home-based parking trends as of 2018–19 show that **73%** of cars and light vans are parked off-street, with **25%** parked on-street (the remaining **2%** being in other locations).

Of cars and light vans surveyed in 2018–19 that make work-related trips, **69%** utilise employer-provided parking at work. A further **13%** park off-street near work, **10%** park on-street near work, and the remaining **8%** park in other specified locations or in an unknown location.



Of households in Great Britain, **18 million (65%)** either have, or have the potential to offer, off-street parking for at least one vehicle.



This actual or potential off-street parking attribute applies to **63%** of Scottish households, **75%** of Welsh households, **68%** of English households excluding London, and **44%** of households in London.

Executive Summary

Our research using data from the National Travel Survey in England shows that personal cars and light vans each year spent, on average, 96% of their time parked. This figure has stayed relatively consistent since 1995, with a slight decrease in time spent driving, an increase in time parked at home, and a decrease in time parked elsewhere. As of 2018–19,² on average personal cars and light vans in England spent 73% of the time parked at home, 23% of the time parked elsewhere, and 4% of the time driving.

Previous analysis presented in *Spaced Out*, a report published by the RAC Foundation in 2012, showed that between 2002 and 2008 on average cars in England spent 80% of the time parked at home, 16% of the time parked elsewhere and under 4% of the time driving (Bates et al., 2012). A difference in time spent parking at home and elsewhere is observed between the two studies for the period 2002–8, and this can be attributed to a change in the methodology. Therefore, it is difficult to compare figures presented in this report precisely with those found earlier in *Spaced Out*; however, it is key to note that both of the two studies find that cars in England are consistently driven on average only around 4% of the time.

Parking trends both at home and at work can be split further to show the subtleties that exist within these different locations for select survey years between 2002 and 2019. As of 2018–19, at-home parking trends show that on average around 73% of cars and light vans in England are parked off-street, 25% are parked on-street and 2% are in other locations. By looking only at cars and light vans that are making work-related trips, trends in work-based parking can also be identified. On average, as of 2018–19, 69% of these cars and light vans in England are parked in employer-provided off-street parking, 13% are parked off-street near the workplace, 10% are parked on-street near the workplace, and 1% are parked in other locations, leaving 7% for which parking locations are not available.

The figures presented as of 2018–19 have changed little over the past survey period going back to 2002, showing long-term trends wherein the majority of cars and light vans park off-street when at home and on employer-provided property when at work. Looking at differences in park and drive times both regionally across England and between urban and rural locations, again little change was observed between 1995 and 2018.

Despite the promotion of alternatives to private motoring, car ownership has not decreased. Nationally there has been a gradual increase in households that own at least one car or light van over the last twenty years, and, as of 2018–19, in London 55% of the 3.6 million households own at least one car or light van, compared with over 80% of the 23.4 million households in the rest of England.

Additionally, the cars on Britain's roads have, on average, got larger over time, both in width and in length. In 1965 the top five models sold in the UK had an average width of 1.5m and

² The release dates within the data used in this analysis are not consistent year on year, so to account for variation within the year, and between years, two-year rolling averages have been used to represent the results. All statistics related to two-year periods incorporating a dash (for example 2002–3 or 2018–19) should therefore be taken as one of these rolling averages.

average length of 3.9m, compared to an average width of 1.8m and length of 4.3m for the top five sellers of 2020. Despite this, the typical garage door width for a domestic property is around 2.1m, leaving just 0.15m on either side of the average car in 2020 (Garage Doors Online, 2021; Select Garage Doors, 2021). While there is no extensive data on the changes in domestic garage dimensions over time, through evidence provided by various councils it can be seen that garage size poses a problem for anyone wanting to use their garage to park their car, and not merely in older residential developments. It comes as no surprise, then, that the 'garage' in many homes ends up being converted into a room, or simply serves as a storage shed. This view is borne out by an RAC study from 2014 which revealed that 62% of households use their garage for purposes other than parking a car (RAC, 2014). Of the 38% choosing to use their garage for its intended purpose, one in five had a hard time getting their car in, owing to limited dimensions (RAC, 2014).

With the UK Government's announcement of a ban on the sale of internal-combustion engines by 2030, parking allocation is set to grow in importance because of its role in aiding – or obstructing – the transition of the fleet towards battery electric vehicles (BEVs), the success of which depends on the availability of suitable locations for installing charging facilities (DfT, 2020a). Leading-edge research by Field Dynamics, a data analytics consultancy specialising in spatial analysis, suggests that some eight million households in Great Britain (excluding London) currently have no off-street parking and no scope for off-street parking, and will therefore be reliant on public charging facilities if they acquire a BEV. Field Dynamics found 90% of these on-street households to be outside of a five-minute walk to a public charger at the time of the survey (Field Dynamics, 2020).

The Field Dynamics research was novel in that it used Ordnance Survey data to determine not whether a property already *has* off-street parking, but whether the plot on which it sits offered enough open space (at least 20.52m², the space needed to accommodate the best-selling car of 2019 – the Ford Fiesta) with direct access to the road for there to be the *potential* for off-street parking (Field Dynamics 2020). Using this same data, provided by Field Dynamics, our research suggests that up to 18 million out of the nearly 28 million households in Great Britain (65%) have – or have the potential to accommodate – off-street parking for at least one vehicle with access to a road, together with scope to install a chargepoint. Looked at by country, the proportion for Wales is distinctly higher at 75%, with it being slightly higher for England (excluding London) at 68%, slightly lower for Scotland at 63%, and lower still for London at 44%.

This compares to the most recently published data on housing stock condition from the English Housing Survey that included parking provision, which in 2016 suggested that around 66% of households already had a garage or some other form of off-street parking (MHCLG, 2016). But not all garages are connected to mains electricity, and not all garages are big enough to accommodate the cars that people actually own (particularly if the garage has been put to another use). Moreover, many housing estates and apartment blocks have been built with separate garage blocks.

Lastly, our research using the data provided by Field Dynamics shows that there are no strong correlations between the proportion of households with off-street parking potential

and average house prices, Indices of Multiple Deprivation, number of licensed cars, or urban/rural classification across all Output Areas within Great Britain.

From this analysis, one clear conclusion can be drawn, and one issue for debate raised. The conclusion is that even if the full potential for off-street parking that would accommodate vehicle charging is not reached, there is a great deal of existing off-street parking that could accommodate home charging, which in turn suggests that the Government is right to continue encouraging the installation of domestic chargepoints as part of its strategy for supporting the move to zero-emission motoring. The issue for debate is how far down the 'potential' path it is desirable to go – the previous RAC Foundation report on parking, published in 2012, was greeted with a general feeling of dismay at the extent to which front gardens across the land had been sacrificed to create dull, barren hardstanding areas for cars. If the front garden is not going to be consigned to history, then the spotlight turns back onto the adequacy of the public chargepoint network, and the rate at which BEVs are able to accept charge.

1. Introduction



In Great Britain, over 21 million out of the nearly 28 million households own at least one car, meaning that the majority of households need some form of parking – and that often comes with its problems, whether at home, at work or elsewhere on a journey. As the country moves towards a future in which there is increasing pressure to abandon internal-combustion engines and adopt zero-emission transport options, the issue of where we park our cars will become increasingly important. While there are various barriers that the consumer faces when making the transition to a plug-in hybrid (PHEV) or battery electric vehicle (BEV), one of the greatest is range anxiety – the worry that drivers have as to whether they will make it to the next chargepoint before running the battery flat. Integral to overcoming this is the ability to easily and conveniently charge these vehicles for optimum usage. For some, this means relying on local chargepoints within their neighbourhood or at their place of work; for others, it makes more sense to install a charging mount at home. But for all those who currently own or are considering BEV/PHEV ownership, it represents a shift in the purpose and therefore also the importance of parking.

This report will therefore aim to contextualise the wider demand for parking and the problems faced by motorists, which will then contribute to the current picture of national parking provision. The intricacies of domestic charging will be explored further in Chapter 3, as well as the need for increased coverage

of the public chargepoint network, using data provided by Field Dynamics, an analytical consultancy promoting increased chargepoint coverage on the public network. However, before parking provision can be discussed, it is important to understand the current parking demand, and any changes in it, or lack thereof, that have been observed. This will be covered in Chapter 2, which analyses data from the National Travel Survey (NTS) to illustrate parking demand over the last thirty years, and trends relating to parking both at home and at work. Chapter 2 will also detail current rates of car ownership, car size, and anecdotal evidence on garage size and usage, all of which will feed into the continued discussion of problematic parking provision. It is hoped that by illustrating the dynamic issues surrounding parking, this report will provide constructive insight into how parking has evolved into what it is today, and how it can be better utilised to serve the future parc.

2. The Parking Demand



2.1 National Travel Survey analysis

In order to obtain a better understanding of how parking will be influential in electric vehicle take-up it is important to have a basic understanding of both past and present-day parking trends. To do this, the NTS was used as the source for determining the parking demand using records from England going back to 1995. The NTS is carried out annually by means of an extensive survey across England³ and based on a stratified, clustered random sample of around 13,000 households each year (Cornick et al., 2020). As part of the survey, each respondent must detail their travel activity over a seven-day period, known as the ‘travel diary’. In the adult version (given to those aged 16 and over), details for each trip are provided: origin and destination, purpose, mode, distance travelled, time, number travelling in party, vehicles used, tickets used, whether they were a passenger or driver and cost of parking where applicable (Cornick et al., 2020). Because this travel diary is filled out by the respondents rather than the NTS interviewers, a certain level of error must be accepted.

³ Prior to 2013 this survey included residents of Scotland and Wales in addition to England – they have been excluded from the analysis for consistency purposes.

In 2012 the RAC Foundation published a report written by John Bates and David Leibling with the title *Spaced Out*, which detailed statistics from 2002–8 relating to parking, in terms of both domestic provision and the demand based on time spent in various locations (using data from the NTS). Analysis from their report suggested that the typical car spent 80% of its time parked at home and 16.5% parked elsewhere, being actually driven for only 3.5% of the time (Bates et al., 2012). These figures were created by building home-based tours for each survey individual – i.e. finding a series of journeys where the first trip started at home and the last ended at home. These tours could be simple ‘two-leg’ out and back, or more complex with various stops made until they returned home (Bates et al., 2012).

This analysis seeks to build on the general methods from *Spaced Out*; however, a different approach was taken: instead of focusing on the individual, the focus was on personal cars and light vans. In this way, all trip data is linked to a car or light van rather than a person, and instead of home-based tours, trip start and end times are used as markers throughout the week-long travel diary to calculate time spent in each location. On average, 6,500 out of the 8,000 surveyed cars and light vans per year were matched to around 110,000 trips, making up the sample for the analysis. Location is accounted for from minute zero on day one to minute 10,080 on day seven (10,080 being $60 \times 24 \times 7$), and subsequently averaged across the week for each car or light van. Additionally, each car or light van's record is weighted to account for the “exclusion of participating households at which not every individual completed the interview” (Cornick et al., 2020).

Combining these daily car and light van profiles, it is possible to establish the average time that is spent in each of the three locations denoted: home, elsewhere and driving. Table 2.1 illustrates the results of the analysis. As recently as 2018–19⁴ personal cars and light vans are parked on average for 4.4% of the time and are being driven for the other 95.6%. The division between time parked and driving is relatively consistent going back to 1995–6, and also comparable to the division between the two reported in *Spaced Out*. Looking at the same period of time from 2002–8 across both studies, it is consistently evident that almost 95% of the time a car or light van is parked. However, as is shown in Table 2.1, in the period 2002–8 cars and light vans were on average parked at home for 71% of the time and parked elsewhere for around 24% of the time, varying slightly from the earlier results presented by Bates and Leibling (2012) as a result of the change in methodology.

⁴ The release dates within the data used in this analysis are not consistent year on year, so to account for variation within the year, and between years, two-year rolling averages have been used to represent the results. All statistics related to two-year periods incorporating a dash (for example 2002–3 or 2018–19) should therefore be taken as one of these rolling averages.

Table 2.1: Weighted park and drive times for the average personal car or light van in England (1995–2019)

Survey year	Driving	Home	Elsewhere
1995–1996	4.9%	69.1%	26.0%
1996–1997	4.9%	68.7%	26.4%
1997–1998	4.9%	68.8%	26.3%
1998–1999	4.8%	69.1%	26.1%
1999–2000	4.8%	69.7%	25.5%
2000–2001	4.8%	70.0%	25.1%
2001–2002	4.7%	70.1%	25.2%
2002–2003	4.7%	70.3%	25.1%
2003–2004	4.7%	70.2%	25.1%
2004–2005	4.7%	70.4%	24.9%
2005–2006	4.6%	70.7%	24.7%
2006–2007	4.6%	70.6%	24.9%
2007–2008	4.5%	70.8%	24.7%
2008–2009	4.4%	71.2%	24.4%
2009–2010	4.4%	71.0%	24.6%
2010–2011	4.4%	70.8%	24.8%
2011–2012	4.4%	71.2%	24.4%
2012–2013	4.4%	71.8%	23.9%
2013–2014	4.4%	71.9%	23.7%
2014–2015	4.4%	72.0%	23.5%
2015–2016	4.5%	72.3%	23.2%
2016–2017	4.4%	72.6%	22.9%
2017–2018	4.4%	72.6%	23.0%
2018–2019	4.4%	72.5%	23.1%

Source: DfT (2020b), author's own analysis.

Some assumptions to be accounted for include various untruths that can occur as a result of how respondents record travel times in the survey. People generally tend to round time values to the nearest five minutes, which can conceal slight variations when compounded. Additionally, there will be a small fraction of trips made in non-household cars, such as those belonging to car clubs, which will not be accounted for in their driving time. Ultimately, this is a survey that is filled in manually, and therefore there will be some level of human error to account for, which includes a decreased level of precision as the week goes on due to lack of motivation. Despite these assumption and limitations, there is still information to be gained, the most important piece of which is that in the past twenty-five years parking habits have changed remarkably little. Cars tend to spend 95% of their time parked today, just the same as in 1995.

2.2 Parking trends

While the analysis of the last twenty-five years does not show any long-term significant changes in parking demand, it is worthwhile to look more closely at the divisions within these broader categories so as to build a richer picture of where people are parking, both locally and regionally. Using the same data as that which underlies the previous section, we can further subset home-based parking locations by car or light van, but only for the years 2002–19 owing to changes in recording and new survey questions asked from 2002 onwards (DfT, 2020b).

Table 2.2 shows results based on the relevant survey years where parking location at home was asked for, divided into three subcategories: off-street, on-street and other. The proportion of cars and light vans in each destination are relatively consistent going back to 2002, with around 72% averaged across the years parking off-street, 26% parking on-street and 3% in other locations.

Furthermore, Table 2.3 shows a similar breakdown, but instead for workplace parking within the ‘elsewhere’ category from the previous analysis. However, cars and light vans in this table were included only if they made at least one trip (one leg) with a work-related origin. Again, it can be seen that there is little change over the years within each category, with most cars and light vans (68% on average) used for work-related trips tending to park in employer-provided parking. This is followed by off-street parking near the workplace at 13%, on-street at 11%, and other/not available making up the remaining 8%.

Table 2.2: Proportion of personal cars and light vans parked at each home-based location in England (2002–19)

Survey year	Off-street	On-street	Other
2002	71.7%	24.7%	3.5%
2003	74.8%	22.3%	2.9%
2004–6*	–	–	–
2007	70.9%	25.8%	3.3%
2008	72.1%	25.0%	2.9%
2009	72.8%	24.4%	2.7%
2010	73.0%	24.2%	2.8%
2011	72.5%	24.0%	3.4%
2012	71.2%	26.1%	2.7%
2013*	–	–	–
2014	71.8%	26.1%	2.1%
2015*	–	–	–
2016	70.8%	26.2%	3.0%
2017*	–	–	–
2018	72.6%	25.3%	2.2%
2019*	–	–	–

Source: DfT (2020b), author’s own analysis.

Note: * question not asked this year.

Table 2.3: Proportion of personal cars and light vans parked at each work-based parking location, based on taking at least one work-related trip in England (2002–19)

Survey year	Employer-provided off-street (%)	On-street	Other	Off-street	N/A
2002–6*	–	–	–	–	–
2007	67.9%	11.2%	0.7%	12.2%	8.0%
2008	67.8%	10.7%	0.6%	12.6%	8.4%
2009	66.3%	10.4%	0.5%	15.3%	7.6%
2010*	–	–	–	–	–
2011	66.7%	10.9%	0.5%	14.0%	7.9%
2012*	–	–	–	–	–
2013	69.8%	10.9%	0.6%	11.5%	7.2%
2014*	–	–	–	–	–
2015	67.9%	11.1%	0.5%	13.1%	7.5%
2016*	–	–	–	–	–
2017	69.7%	8.7%	0.8%	13.1%	7.6%
2018*	–	–	–	–	–
2019	68.9%	10.3%	0.7%	12.7%	7.4%

Source: DfT (2020b), author's own analysis.

Note: * question not asked this year; N/A: not available.

Additionally, changes can be investigated within the broader divisions based on the distinction between urban and rural locations, on regional differences, and on the number of cars and light vans per household. This analysis shows that there were no significant changes in time spent driving and time spent parked regionally. Comparing between regions, there is little variation in the parking trends – and interestingly, this uniformity extends even to London, where one might expect to see something different. However, at a regional level, any urban or rural variation is concealed; for this reason the data was further divided into cars and light vans registered in urban and rural areas, as defined by the 2001 Census. As can be seen in Table 2.4, this yielded slight differences in time spent parked and driving between the two area classifications. Generally more time was spent driving in rural areas, time spent parked at home varied by region between the two classes, and aside from the northern regions, cars and light vans spent more time parked elsewhere in urban areas.

Table 2.4: Weighted park and drive times for the average personal car/light van as a percentage, based on regional location in England (2018–19)

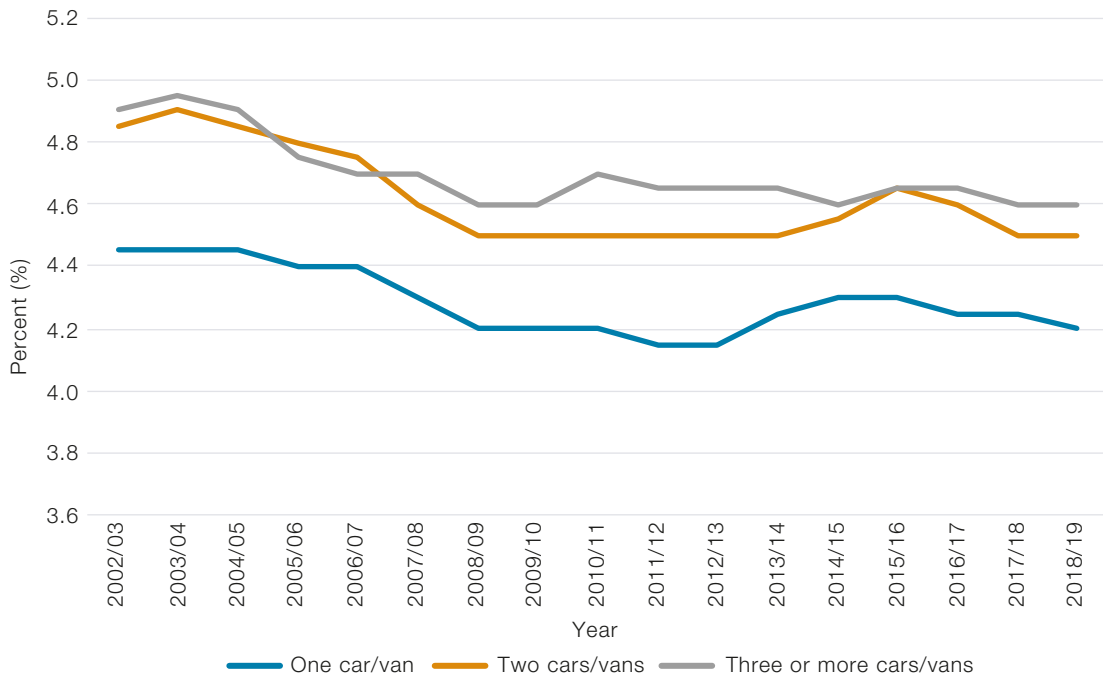
Region	Class	Driving	Home	Elsewhere
East Midlands	Rural	4.8%	71.9%	23.3%
	Urban	4.3%	70.6%	25.0%
East of England	Rural	4.5%	73.7%	21.8%
	Urban	4.2%	73.7%	22.0%
London	Rural*	5.0%	75.5%	19.5%
	Urban	4.5%	73.9%	21.6%
North East	Rural	4.0%	70.3%	25.8%
	Urban	4.0%	72.7%	23.3%
North West	Rural	4.6%	71.3%	24.2%
	Urban	4.2%	73.5%	22.3%
South East	Rural	4.8%	72.4%	22.8%
	Urban	4.3%	72.0%	23.7%
South West	Rural	4.7%	72.6%	22.7%
	Urban	4.4%	72.5%	23.2%
West Midlands	Rural	4.8%	73.0%	22.3%
	Urban	4.2%	71.3%	24.5%
Yorkshire & Humberside	Rural	4.7%	73.0%	22.3%
	Urban	4.1%	72.9%	23.0%

Source: DfT (2020b), author's own analysis.

Note: * as of 2018-19 only 2% of London is classified as rural, likely seen in the outer greenbelt. This is based on the 2011 rural-urban classification by the Office for National Statistics (ONS).

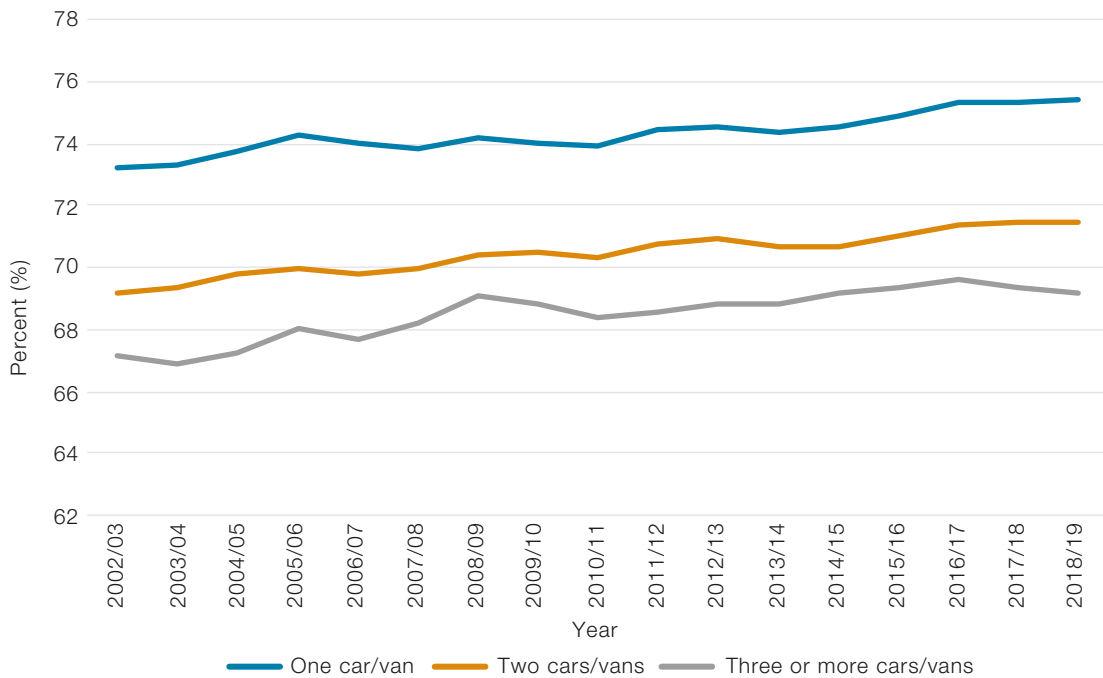
Variations in park and drive time observed between households with one, two and three-plus cars/vans from 2002 to 2019 can be seen in Figures 2.1 to 2.3. To undertake this analysis, trip records were averaged by household rather than car or light van, with a separate survey question providing the number of cars or light vans per household that was used to divide the households into the three groups. Figure 2.1 clearly shows that households owning more than one car or light van drive more on average than households with only one car or light van. In Figure 2.2 it can be seen that the average personal car or light van in a one car/van household spent more time at home than those with two or three-plus cars/vans. Lastly, Figure 2.3 shows that the average personal car or light van in a three car/van household spends more time parked elsewhere than a two car/van household, with one car/van households showing the least amount of time parked elsewhere. The overall trends over time for each graph follow the findings shown previously in Table 2.1, with the proportion of time spent driving on average decreasing, the proportion of time spent parked at home increasing, and the proportion of time spent parked elsewhere seeing a slight decline.

Figure 2.1: Proportion of weighted drive time, based on the average personal car/ light van within a one, two or three-plus car/van household in England



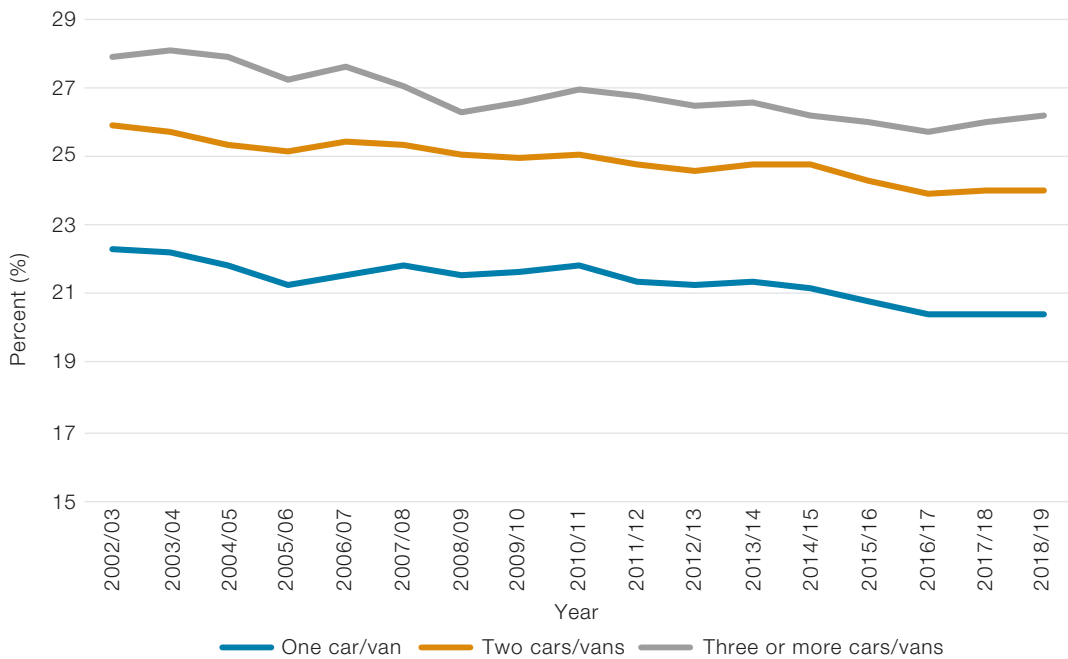
Source: DfT (2020b), author's own analysis.

Figure 2.2: Proportion of weighted time parked at home, based on the average personal car/van within a one, two or three-plus car/van household in England



Source: DfT (2020b), author's own analysis.

Figure 2.3: Proportion of weighted time parked elsewhere, based on the average personal car/van within a one, two or three-plus car/van household in England

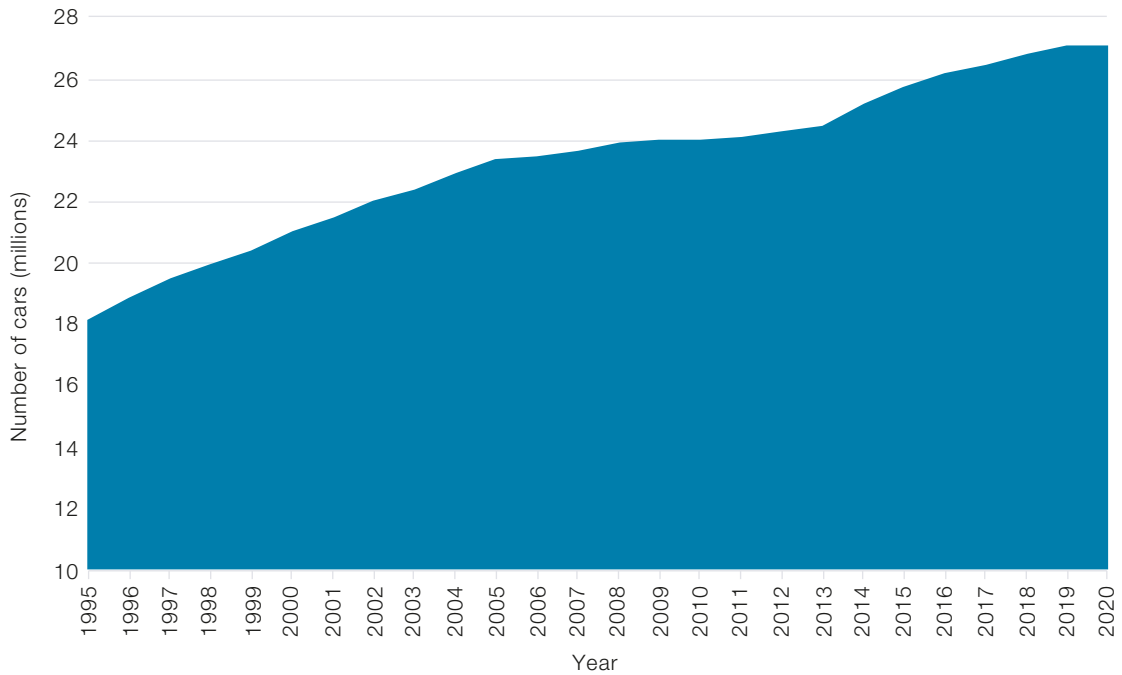


Source: DfT (2020b), author's own analysis.

2.3 Car and garage statistics

While the previous section solidifies a narrative of long parking times and relatively consistent parking demand over recent decades, car ownership in England has been steadily increasing. This shows no sign of slowing down, with 27 million cars on the road in England as of 2020, the most there have ever been (see Figure 2.4) (DfT, 2020c). Despite recent calls for the adoption of alternative modes of transport, there has been a 5% increase in the last five years alone (DfT, 2020c).

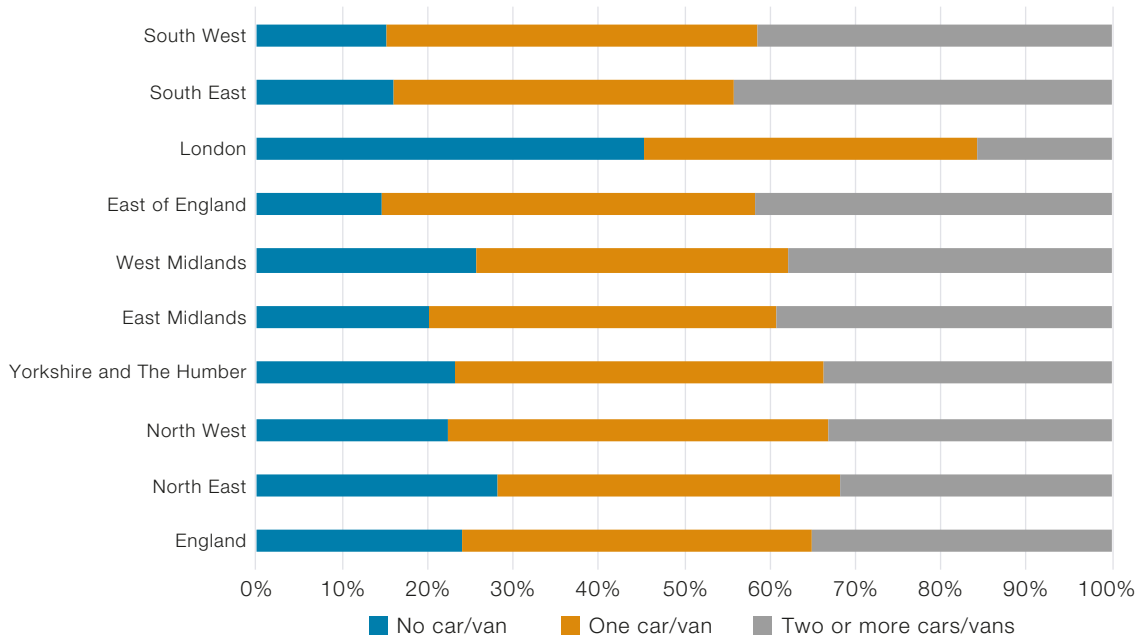
Figure 2.4: Trend in the number of licensed cars at the end of each year in England



Source: DfT (2020c)

This change in ownership can also be observed by household. In 2002–3, 74% of households in England owned at least one car (DfT, 2020c). By 2018–19 that number had risen to 76% of households (see Figure 2.5) (DfT, 2020c). As is shown in Figure 2.5, the only region that reveals a stark difference when compared with the overall country average is London, which sees only around 55% of households owning at least one car. This figure for London has fluctuated over the years, with around 59% of households owning at least one car in 2002–3, dropping to 55% in 2011–12, to rise again in 2015–16 to 60% (DfT, 2020c).

Figure 2.5: Regional household car ownership in England (2018–19)



Source: DfT (2020c)

In addition to the increase in ownership, cars are getting larger over time on average, from an average width of 1.5m by an average length of 3.9m in 1965, to an average width of 1.8m by an average length of 4.3m length in 2020 (based on the top five models sold in the UK for those respective years – see Appendix A), as shown in Table 2.5. Despite this, the ‘typical’ garage door measurements are found to be 2.1 m wide by 1.9m high, which leaves just 0.15 m on either side of the average car in 2020 (Garage Doors Online, 2021; Select Garage Doors, 2021).

There are no regulations in terms of a national standard garage size and there is no extensive data to support any supposition that domestic garage size has changed over the last fifty years. Because of this, it is easy to come to the conclusion that garage size has not kept up with the demands of the average and most popular cars available on the UK market these days.

Table 2.5: Car dimensions averaged across the top five selling models for 1965–2020 (UK)

Year	Average width (m)	Average length (m)	Average total area (m ²)
1965	1.5	3.9	5.9
1985	1.6	4.0	6.4
1995	1.7	4.3	7.3
2005	1.7	3.8	6.7
2015	1.8	3.9*	7.3
2020	1.8	4.3	7.6

Source: SMMT (2020), Royal Automobile Club archives.

Note: * a dip in average length from 1995 through 2015 can be attributed to a surge in popularity among superminis, and a decline in saloons.

This claim that garage size has not kept up with current car size can be substantiated by various surveys and studies executed over the years. A study conducted by RAC Home Insurance in 2014 showed that 62% of households use their garage for purposes other than parking their car (RAC, 2014). Of the remaining 38% who use their garage for its intended purpose, one in five said that they found it hard to park their car inside because of the garage's small design (RAC, 2014). The English Housing Survey (EHS) can also help to illustrate garage provision, using the current housing stock in England as their basis. As of 2016, only 38% of dwellings had a garage, a decrease from two decades earlier in 1996 when 43% of dwellings reported a garage (MHCLG, 2016). Interestingly, there has also been a simultaneous increase in homes with other off-street parking from 17% in 1996 to 28% in 2016 (MHCLG, 2016). While the EHS notes that the most common form of parking over the years has been a garage, their report speculates that these observed changes could be due to conversion of garages to living spaces on the one hand, and front gardens into driveways on the other (MHCLG, 2016).

Figure 2.6: Many new build garages cannot accommodate modern cars



In addition to these surveys, various accounts from local councils can be used to further describe problems currently arising in terms of garage usage and parking demand. One example comes from Monmouthshire in Wales, where the council has found that garages in recently built residential developments are inadequate for modern car sizes, and are thus increasingly being used for storage (Monmouthshire County Council, 2013). The council has found this to be problematic, as it increases the number of vehicles parked on-street overnight. As a result of these findings they now state that garages in their council should have a minimum clear internal dimension of 3 m by 6 m, as recommended by the Department for Transport (DfT) *Manual for Streets* (2007). Another case, from Broxtowe Borough Council in England, found that the majority of garages owned and managed by the council were built anywhere from 35 to 60 years ago, and that while the fundamental issues when it comes to updating their stock are structural ones, there should also be a case for reviewing the size to fit the modern car (Broxtowe Borough Council, 2020). Finally, an account from Stevenage Council in England details that “around 25% of garage users overall admit to using their garages for storage; however, anecdotally this appears to be much higher” (K. Pierson, personal communication). These accounts provide a glimpse into local challenges faced by councils, something that will become increasingly complex as pressure mounts to provide chargepoint access.

3. Electric Vehicle Charging Potential



Following the Government's recent announcement that the sale of new petrol and diesel cars will be halted by 2030, many have asked whether the infrastructure, in terms of both chargepoint provision and electricity supply, is ready for this change. While the Government has confirmed through consultation that the chargepoint network can indeed withstand this increase in activity, there remains the question as to whether it will be ready in time to keep up with anticipated demand (DfT, 2020a). That being said, not all areas in Great Britain will be suited to increased installation of at-home charging. Electric vehicles might be a very fitting transport solution for those in remote areas where there is plenty of space to park, and where the availability of fossil fuels to run internal-combustion engines is limited, and probably more expensive; but London, on the other hand, is one example of somewhere that needs a reliable public chargepoint network, since it affords far fewer opportunities for at-home charging.

With this in mind, data provided by Field Dynamics is used to demonstrate off-street parking potential at a household level across all of Great Britain. The aim of this analysis is to better identify what sort of characteristics various locations in Great Britain possess that will aid, or hinder, the uptake of electric vehicles at the household level.

Initial explorative research with the data shows that of all the nearly 28 million households surveyed in Great Britain, 65% either have, or have the potential to offer, off-street parking for at least one vehicle. This can be further divided by region, with Scotland having off-street parking potential for 63% of its households, Wales 75%, England excluding London at 68%, and London at 44%, as seen in Table 3.1. Tables 3.2 to 3.5 provide a local perspective by illustrating local authorities and Westminster Parliamentary Constituencies with the highest and lowest proportions of real or potential off-street parking availability. A household is determined to have real or potential off-street parking if there is an adjacent overall area of 20.52m² (see section 3.1) that has direct access to the road (Field Dynamics, 2020). The following sections will describe the methodological process undertaken by Field Dynamics to create this data, analysis by Field Dynamics of the public chargepoint network, and analysis of domestic chargepoint access.

Table 3.1: Summary statistics by country detailing households that have or have the potential to offer off-street parking (2020)

Region	Total households	Households with off-street parking or parking potential	Households without off-street parking or parking potential	Proportion of households with off-street parking or parking potential
London	3,100,983	1,368,099	1,732,884	44.1%
England (excl. London)	20,591,274	13,995,028	6,596,246	68.0%
Scotland	2,571,910	1,610,855	961,055	62.6%
Wales	1,400,776	1,042,892	357,884	74.5%
Great Britain	27,664,943	18,016,874	9,648,069	65.1%

Source: Field Dynamics (2020), author's own analysis.

Table 3.2: Local authorities with the highest proportion of households that have or have the potential to offer off-street parking (2020)

Local authority	Total households	Households with off-street parking or parking potential	Households without off-street parking or parking potential	Proportion of households with off-street parking or parking potential
Flintshire	68,478	57,571	10,907	84.1%
Knowsley	68,111	56,932	11,179	83.6%
St. Helens	83,268	69,536	13,732	83.5%
Wigan	145,016	120,640	24,376	83.2%
Wyre	50,932	42,214	8,718	82.9%
Doncaster	136,292	112,586	23,706	82.6%
South Ribble	49,777	40,917	8,860	82.2%
Blaby	42,944	35,086	7,858	81.7%
Denbighshire	43,379	35,301	8,078	81.4%
Neath Port Talbot	65,017	52,796	12,221	81.2%

Source: Field Dynamics (2020), author's own analysis.

Table 3.3: Local authorities with the lowest proportion of households that have or have the potential to offer off-street parking (2020)

Local authority	Total households	Households with off-street parking or parking potential	Households without off-street parking or parking potential	Proportion of households with off-street parking or parking potential
City of London	6,587	5	6,582	0.1%
City of Westminster	88,891	5,965	82,926	6.7%
Tower Hamlets	127,545	9,363	118,182	7.3%
Kensington and Chelsea	56,030	7,499	48,531	13.4%
Islington	81,553	11,078	70,475	13.6%
Camden	75,141	11,246	63,895	15.0%
Hackney	95,099	14,948	80,151	15.7%
Southwark	132,537	21,787	110,750	16.4%
Hammersmith & Fulham	65,045	10,942	54,103	16.8%
Wandsworth	123,817	25,845	97,972	20.9%

Source: Field Dynamics (2020), author's own analysis.

Table 3.4: Westminster Parliamentary Constituencies with the highest proportion of households that have or have the potential to offer off-street parking (2020)

Westminster Parliamentary Constituency	Total households	Households with off-street parking or parking potential	Households without off-street parking or parking potential	Proportion of households with off-street parking or parking potential
Makerfield	43,151	37,502	5,649	86.9%
Sefton Central	36,870	31,835	5,035	86.3%
Rother Valley	43,277	37,156	6,121	85.9%
St Helens North	45,216	38,745	6,471	85.7%
Alyn and Deeside	36,961	31,455	5,506	85.1%
Don Valley	44,413	37,454	6,959	84.3%
Stoke-on-Trent South	40,222	33,856	6,366	84.2%
Hemsworth	44,346	37,093	7,253	83.6%
Leigh	47,922	40,023	7,899	83.5%
Cheadle	40,075	33,373	6,702	83.3%

Source: Field Dynamics (2020), author's own analysis.

Table 3.5: Westminster Parliamentary Constituencies with the lowest proportion of households that have or have the potential to offer off-street parking (2020)

Westminster Parliamentary Constituency	Total households	Households with off-street parking or parking potential	Households without off-street parking or parking potential	Proportion of households with off-street parking or parking potential
Cities of London and Westminster	56,275	1,056	55,219	1.9%
Bethnal Green and Bow	57,796	4,060	53,736	7.0%
Poplar and Limehouse	69,749	5,303	64,446	7.6%
Bermondsey and Old Southwark	67,290	5,439	61,851	8.1%
Glasgow Central	50,236	4,961	45,275	9.9%
Chelsea and Fulham	42,653	4,471	38,182	10.5%
Islington South and Finsbury	45,274	4,822	40,452	10.7%
Holborn and St Pancras	50,217	5,642	44,575	11.2%
Westminster North	39,203	4,914	34,289	12.5%
Hackney South and Shoreditch	51,893	6,539	45,354	12.6%

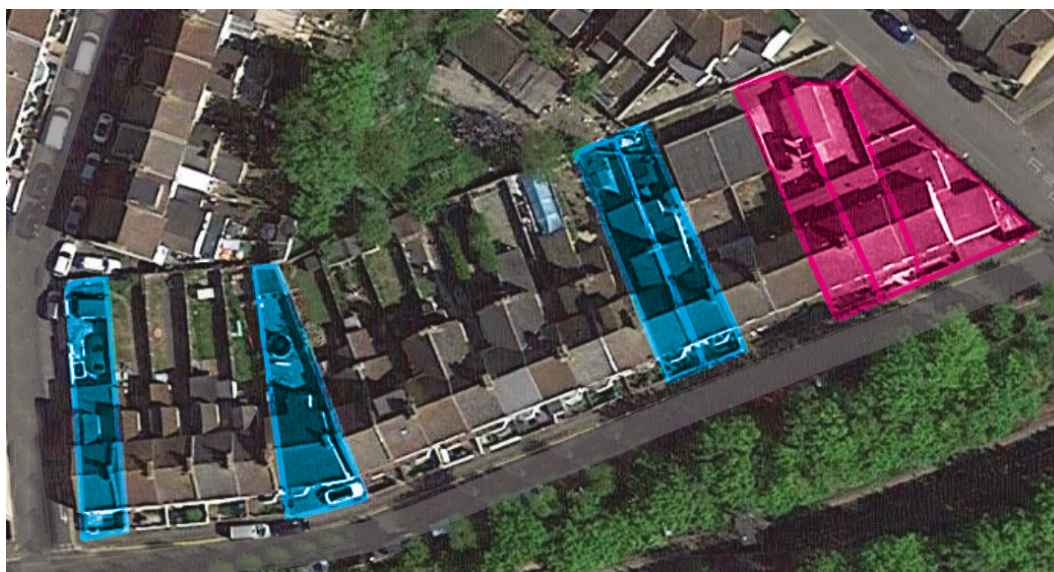
Source: Field Dynamics (2020), author's own analysis.

3.1 Methodology for data creation

The data used in this analysis was developed by Field Dynamics and employs the Ordnance Survey MasterMap (OSMM) Topographic Layer and AddressBase Premium (ABP) to identify which households can accommodate an average-sized car capable of being attached to a building via a charging cable. This is done by creating a 'vehicle footprint' based on the best-selling car in the UK in 2019 (the Ford Fiesta), which has exterior dimensions of 1.8m by 4.4m. Extra width is added for doors opening (2m) and length needed in order to park safely off the road (1m), which gives an overall parking area of 3.8m x 5.4m, making 20.52m². This vehicle footprint is then used as a proxy for a theoretical parking space. Through this process Field Dynamics was able to assess the footprint of all 28 million households in Great Britain for their parking potential using OSMM and ABP, which pinpoints each household and provides the most up-to-date property lines.

Next, residential properties need to be identified. This is done by creating a spatial link between building polygons and the Unique Property Reference Number (UPRN). Parcels of land that are adjacent to buildings, are of the right size, and have road access are then classified as 'parkable polygons'. This shape thus represents the space where a car could potentially be parked off the street while still within charging distance of the associated building. As illustrated in Figure 3.1, household properties outlined in blue are identified as having off-street parking large enough to accommodate one vehicle within the constraints of the methodology, whereas households shown in pink have space for two or more vehicles (Field Dynamics, 2020). Households are then assigned a value (a score) based on whether the parkable polygon associated with the property can accommodate zero, one or two vehicle footprints, with a cap at two if there is scope for more. For households with two to three addresses, the number of parking spaces for the overall building is calculated and assigned in sequence by their UPRNs.

Figure 3.1: Parking potential per household as defined within the Field Dynamics methodology



Source: Gilbert et al. (2020, p. 8).

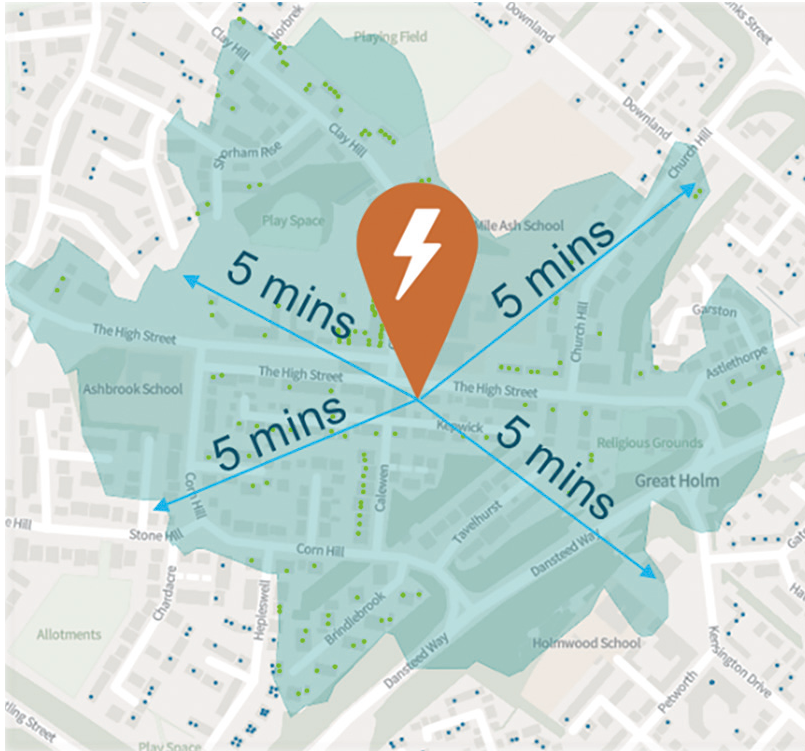
There are a number of simplifications, amongst them being the exclusion of large buildings that include four or more households, and the assumption that only one building per property can be used as the source for charging. Ancillary buildings are not included, and households are counted as individual addresses despite the potential for more than one family to live at a single address. Buildings with more than three households are assumed to adopt some form of collective charging that is outside the scope of this analysis; however, the UPRNs within the property are counted, and assigned a score of zero. Regardless of how many vehicles there may be at a household, the maximum number charging at any one time would be two, and therefore a score above two is not given despite the prospect of more space. Additionally, despite the parkable polygon having enough area to fit a vehicle footprint, it may not necessarily fit the shape defined (3.8m by 5.4m) as a result of distorting features, curved frontages or alleyways. However, this will still be considered a space for parking, on the assumption that these factors will not significantly affect the overall dataset.

There are a select number of other known issues that separate this analysis from reality, and further improvements to the spatial recognition such as physical obstructions, planning regulations, inconsistent roadside data from OSMM, community parking, dropped kerbs and height differences could make it more realistic. It is also important to remember that this data is identifying *potential* parking spaces: some may already be a paved space used by the households and some may not, but there is no distinction between the two. Despite these issues and assumptions, the data is extensive and granular, applying a consistent methodology across the whole of Great Britain.

3.2 Public chargepoint access

In early 2020 Field Dynamics published a report titled *On-Street Households: The next EV Challenge and Opportunity*, highlighting various key policy changes that could be made to improve access to the public chargepoint networks within local authorities across Great Britain. Their research suggests that eight million households in Great Britain outside of London have no off-street parking and therefore rely on public charging, with the city of Glasgow showing the highest number of on-street households (Gilbert et al., 2020). They report that “90% of these 8 million on-street households are outside of a five-minute walk to a public charger” (Gilbert et al., 2020). Through their analysis, a parking potential was created for each property, which creates a score that determines the ease of access to the nearest public charger. This is referred to as catchment analysis, and is defined by the number of residential properties without off-street parking that are within a five-minute walk walking distance of an existing EV charger site as seen in Figure 3.2 (Gilbert et al., 2020). London has been excluded from this analysis because these characteristics have been explored in a separate report.

Figure 3.2: A five-minute walk-time isochrone is used to depict equal travel time in any direction from a charging site, creating a catchment area for the surrounding households



Source: Gilbert et al. (2020, p. 10).

The report claims that understanding household catchment scores can help local authorities to anticipate the demand for charging provision and focus their investment in the right areas (Gilbert et al., 2020). Field Dynamics also points out that in 2019, 57% of new vehicle registrations were fleet vehicles, and warns that as more and more companies transition their fleet to BEVs, the demand for public charging in these areas will significantly increase.

3.3 Household chargepoint analysis

While notable work has been done to increase public BEV charging on the national network, it is estimated that 80% of charging occurs at home (Energy Saving Trust, 2019). In addition, overnight charging at home is generally cheaper and more convenient for customers (Energy Saving Trust, 2019), and as has been noted from the analysis of the NTS survey data, personal cars and light vans spend about three quarters of their time parked at home. This means that in order for the public to be able to increase their uptake of BEVs, there needs to be an increased focus on residential and at-home charging. While it is true that financial barriers – both the cost of buying the vehicles themselves and the at-home charging installation costs – can prevent some households from investing in BEVs, current national planning permission regulations allow for simple conversion of front plots and electrical outlet mounts without need for a permit.

Conversion of a front plot of any size to hardstanding is permissible without a permit as long as the surfacing is of permeable material, such as gravel, permeable concrete or porous asphalt (PortalPlanQuest, 2021a). However, if the surface area to be covered is more than 5 m² using traditional, impermeable surfacing, or the installation of a dropped kerb is needed, planning permission will be required (PortalPlanQuest, 2021a). Furthermore, the installation of a wall-mounted electrical outlet for recharging of electric vehicles does not require planning permission as long as the area is lawfully used for off-street parking (PortalPlanQuest, 2021a). For the installation to be classed as permitted the electrical outlet must not exceed 0.2m³, face onto and be within 2 m of a highway, be within a site designated as a scheduled monument, or be within the curtilage of a listed building (PortalPlanQuest, 2021b). This option might not be suitable for all households, but as will be explored further, it could be a realistic possibility for the 18 million households identified in Great Britain as having the potential for off-street parking. With this in mind, correlation of selected variable datasets with the Field Dynamics parking provision data was carried out at the Output Area (OA) level. The variable datasets used in this analysis include the 2011 Rural-Urban classification for Great Britain, average 2020 house prices, the number of licensed cars in 2020, and the Index of Multiple Deprivation (IMD).

3.3.1 Urban versus rural

This data comes from the Office for National Statistics (ONS) and represents the Rural-Urban classification by OA from the 2011 census for England and Wales (ONS, 2011). The classification scheme is subdivided into four urban and six rural type-based categories for every OA (see Table B.1 in Appendix B). Scotland has a similar but different classification scheme produced by the National Records of Scotland in 2011, and while separate to the ONS classification, it is considered comparable (Scottish Government, 2011). The Scottish classification used in this analysis is divided sixfold into more general urban, rural and remote areas (see Table B.2 in Appendix B). Regression analysis revealed no strong correlation between the two variables, with most OAs between 2 and 5 in terms of Rural-Urban classification, and their real or potential off-street parking proportions in the range of 60% and 80%. Scotland, however, had a stronger correlation, with OAs seeing an increasingly higher proportion of off-street parking availability the more rural they become.

3.3.2 Average house prices

This data comes from the UK House Price Index and represents the average house price by local authority district for January 2020, and applied to the subsequent OAs (HM Land Registry, 2021; HM Land Registry, 2020a; HM Land Registry, 2020b). Overall this was the most statistically significant result when compared with the proportion of real and potential off-street parking available by OA. London in particular showed a strong relationship between higher average house prices and a lower proportion of off-street parking. This could be due to the fact that many of the most expensive properties tend to be city flats or townhouses having little or no private parking provision. Conversely, this means that the lower the average house price is within an OA, the greater the provision of off-street parking. Leaving other variables aside, this could suggest that if BEVs were affordable to buy, then more people on average incomes living in average-priced homes could make electric

motoring viable for them. However, it is still important to note that the majority of residential properties in Great Britain have off-street parking provision regardless of the average house price, and that subsequently a more diverse market for BEVs is desirable, in order to better cater to all income groups.

3.3.3. Number of licensed cars

This data was provided by DfT and represents the licensing status of the 32.6 million cars that were registered at the end of Q2 2020. Some data had to be altered because a value was suppressed to avoid the possibility of identifying an individual within the dataset. In these cases, a zero was put in place. From this regression analysis there was a very weak relationship between the two variables. What can be learnt from this is that as the number of cars increases within an OA, 60% of households still have or have the potential for off-street parking.

3.3.4 Indices of Multiple Deprivation

This data relates to the rank in relative measure of deprivation for each Lower Layer Super Output Area in the UK recorded as of January 2020, and was aggregated to the OA level (ONS, 2021). Deprivation is calculated on the basis of a range of seven different domains or factors, including (MHCLG, 2019):

- Income Deprivation
- Employment Deprivation
- Education, Skills and Training Deprivation
- Health Deprivation and Disability
- Crime
- Barriers to Housing and Services
- Living Environment Deprivation

In the ranking system, 1 represents the most deprived, and the ranges by country are as follows:

1–32,844 for England;

1–1,909 for Wales; and

1–6,976 for Scotland.

Overall, no regional correlations show any significant relationship, aside from London where there is moderate correlation between a higher IMD value and a greater proportion of households with real or potential off-street parking. From this analysis it is clear that the relative measure of deprivation experienced by an OA does not impact the potential for off-street parking. What can be learnt from this analysis is that anyone might have off-street parking: whether a household is more or less well-off makes no difference.

4. Conclusions



From the findings in this report two things become clear: parking habits and trends have tended to stay consistent; and in general, local characteristics across the UK have little to do with the potential for off-street parking. Despite increased national wealth, more vehicles on the road, and even promotion of public transport, vehicle use patterns have not changed.

The analysis of domestic charging potential using data from Field Dynamics reinforces the case for making accessibility to at-home charging provision available for all income groups, since we see the same distribution of and access to this provision across all levels. There is no strong relationship between the proportion of off-street parking availability and the urban/rural divide, the number of licensed cars, the difference in Indices of Multiple Deprivation, or average house prices. Thus the need for nearby chargers exists everywhere, but many councils struggle to see past the current drivers of EVs, most of whom are the affluent middle class; similarly, chargepoint operators are attracted only to high spenders, which means that whole groups of people tend to be left out of provision. If anything this makes a stronger case for a more diverse battery electric vehicle (BEV) market, one that can cater to all income levels.

There is scope for much more analysis in this area, and as the number of BEVs in the parc increases there will be a constant need to reassess the needs of consumers, companies and councils. Unforeseen factors such as the COVID-19 pandemic could also cause uncertainties in the future of vehicle use. As events move towards the next potential pivotal shift in motoring, how, when and what we drive may change; however, one thing has remained unchanged over the past twenty-five years, and that is where our cars spend most of their time: *standing still*.

Appendix A – Car dimensions based on the top five selling cars for key years

Table A.1: Car dimensions based on the top five selling cars for 1965-2020

Year	Rank	Car make/model	Width (m)	Length (m)	Total area (m2)
1965	1	British Leyland Austin/Morris Division 1100/1300	1.5	3.7	5.5
	2	Ford Cortina (saloon)	1.6	4.3	6.8
	3	British Leyland Austin/Morris Division Mini (saloon)	1.4	3.1	4.3
	4	Ford Anglia	1.4	3.9	5.5
	5	Vauxhall Victor	1.7	4.4	7.5
	Average			1.5	3.9
1985	1	Ford Escort (hatchback)	1.6	3.9	6.2
	2	Vauxhall Cavalier	1.7	4.3	7.3
	3	Ford Fiesta	1.6	3.7	5.9
	4	Austin/MG Metro	1.6	3.4	5.4
	5	Ford Sierra	1.7	4.5	7.7
	Average			1.6	4.0
1995	1	Ford Escort (sedan)	1.7	4.3	7.3
	2	Ford Fiesta	1.6	3.8	6.1
	3	Ford Mondeo	1.8	4.7	8.5
	4	Vauxhall Astra	1.7	4.1	6.9
	5	Vauxhall Cavalier	1.7	4.4	7.5
	Average			1.7	4.3
2005	1	Vauxhall Corsa SXi Twinport	1.9	3.8	7.2
	2	Ford Ka	1.6	3.6	5.8
	3	Ford Focus LX	1.9	4.3	8.2
	4	Renault Clio Dynamique 16V	1.6	3.8	6.1
	5	Mini Cooper	1.7	3.6	6.1
	Average			1.7	3.8

Year	Rank	Car make/model	Width (m)	Length (m)	Total area (m2)
2015	1	Ford Fiesta Zetec	1.7	4.0	6.8
	2	Ford Fiesta Zetec Turbo	1.7	4.0	6.8
	3	Volkswagen Polo TSI SE	1.9	3.9	7.4
	4	Volkswagen Golf Match TDI BlueMotion Tech	2.0	4.2	8.4
	5	Fiat 500 Lounge	1.6	3.6	5.8
	Average			1.8	3.9
2020	1	Ford Fiesta	1.7	4.1	7.0
	2	Vauxhall Corsa	1.8	4.1	7.4
	3	Volkswagen Golf	1.8	4.3	7.7
	4	Ford Focus	1.8	4.4	7.9
	5	Mercedes A-Class	1.8	4.4	7.9
	Average			1.8	4.3

Source: SMMT (2020), Royal Automobile Club archives.

Appendix B – 2011 Rural-Urban Classification

Table B.1: 2011 Rural-Urban Classification (England and Wales)

Analysis rank	Output Area Class	Frequency	%
1	Urban: Major Conurbation	59,199	32.6%
2	Urban: Minor Conurbation	6,277	3.5%
3	Urban: City and Town	81,004	44.7%
4	Urban: City and Town in a Sparse Setting	490	0.3%
5	Rural: Town and Fringe	15,850	8.7%
6	Rural: Town and Fringe in a Sparse Setting	1,044	0.6%
7	Rural: Village	9,646	5.3%
8	Rural: Village in a Sparse Setting	1,042	0.6%
9	Rural: Hamlets and Isolated Dwellings	5,969	3.3%
10	Rural: Hamlets and Isolated Dwellings in a Sparse Setting	887	0.5%

Source: Bibby et al. (2013)

Table B.2: 2011 Sixfold Urban Rural Classification (Scotland)

Class	Class name	Description
1	Large Urban Areas	Settlements of 125,000 or more people.
2	Other Urban Areas	Settlements of 10,000 to 124,999 people.
3	Accessible Small Towns	Settlements of 3,000 to 9,999 people, and within a 30 minute drive-time of a Settlement of 10,000 or more.
4	Remote Small Towns	Settlements of 3,000 to 9,999 people, and with a drive time of over 30 minutes to a Settlement of 10,000 or more.
5	Accessible Rural	Areas with a population of less than 3,000 people, and within a 30-minute drive time of a Settlement of 10,000 or more.
6	Remote Rural	Areas with a population of less than 3,000 people, and with a drive time of over 30 minutes to a Settlement of 10,000 or more.

Source: Scottish Government (2018)

Appendix C – Local authority districts’ on- and off-street parking potential

Table C.1: Local authority districts’ on- and off-street parking potential

Local authority district	Total households	Households with off-street parking or parking potential	Households without off-street parking or parking potential	Proportion of households with off-street parking or parking potential
Aberdeenshire	116,870	93,138	23,732	80%
Adur	28,009	19,593	8,416	70%
Allerdale	46,498	32,988	13,510	71%
Amber Valley	57,732	43,411	14,321	75%
Angus	55,083	38,706	16,377	70%
Argyll and Bute	45,328	28,918	16,410	64%
Arun	74,521	45,822	28,699	61%
Ashfield	55,669	41,985	13,684	75%
Ashford	54,103	35,306	18,797	65%
Aylesbury Vale	81,849	53,675	28,174	66%
Babergh	40,500	27,421	13,079	68%
Barking and Dagenham	74,316	45,756	28,560	62%
Barnet	142,776	77,941	64,835	55%
Barnsley	111,536	90,309	21,227	81%
Barrow-in-Furness	33,515	21,282	12,233	63%
Basildon	78,323	48,144	30,179	61%
Basingstoke and Deane	76,923	46,879	30,044	61%
Bassetlaw	52,023	40,047	11,976	77%
Bath and North East Somerset	77,103	52,681	24,422	68%
Bedford	75,311	46,721	28,590	62%
Bexley	97,593	69,143	28,450	71%
Birmingham	433,651	271,395	162,256	63%

Local authority district	Total households	Households with off-street parking or parking potential	Households without off-street parking or parking potential	Proportion of households with off-street parking or parking potential
Blaby	42,944	35,086	7,858	82%
Blackburn with Darwen	60,558	45,096	15,462	74%
Blackpool	63,801	49,717	14,084	78%
Blaenau Gwent	32,133	22,840	9,293	71%
Bolsover	36,179	28,785	7,394	80%
Bolton	123,588	88,986	34,602	72%
Boston	29,869	19,100	10,769	64%
Bournemouth, Christchurch and Poole	178,104	111,368	66,736	63%
Bracknell Forest	50,677	28,548	22,129	56%
Bradford	214,057	151,620	62,437	71%
Braintree	64,709	42,430	22,279	66%
Breckland	60,702	41,643	19,059	69%
Brent	99,546	51,075	48,471	51%
Brentwood	33,549	21,733	11,816	65%
Bridgend	64,125	51,097	13,028	80%
Brighton and Hove	106,213	48,992	57,221	46%
Broadland	57,574	44,415	13,159	77%
Bromley	138,551	88,516	50,035	64%
Bromsgrove	41,509	30,898	10,611	74%
Broxbourne	40,758	26,043	14,715	64%
Broxtowe	49,987	38,252	11,735	77%
Burnley	41,149	22,336	18,813	54%
Bury	83,530	65,387	18,143	78%
Caerphilly	78,880	63,558	15,322	81%
Calderdale	94,024	59,707	34,317	64%
Cambridge	54,518	26,501	28,017	49%
Camden	75,141	11,246	63,895	15%
Cannock Chase	43,733	34,493	9,240	79%
Canterbury	66,043	42,710	23,333	65%
Cardiff	146,481	93,374	53,107	64%
Carlisle	52,253	38,172	14,081	73%
Carmarthenshire	85,950	68,668	17,282	80%
Castle Point	37,787	27,624	10,163	73%

Local authority district	Total households	Households with off-street parking or parking potential	Households without off-street parking or parking potential	Proportion of households with off-street parking or parking potential
Central Bedfordshire	120,185	81,731	38,454	68%
Ceredigion	33,440	24,478	8,962	73%
Charnwood	75,258	55,332	19,926	74%
Chelmsford	76,873	49,773	27,100	65%
Cheltenham	53,854	32,569	21,285	60%
Cherwell	66,095	43,264	22,831	65%
Cheshire East	176,836	135,334	41,502	77%
Cheshire West and Chester	158,049	121,098	36,951	77%
Chesterfield	49,157	35,051	14,106	71%
Chichester	56,624	36,082	20,542	64%
Chiltern	39,499	25,159	14,340	64%
Chorley	51,166	39,631	11,535	77%
City of Aberdeen	105,298	54,175	51,123	51%
City of Bristol	186,079	98,756	87,323	53%
City of Derby	109,596	73,853	35,743	67%
City of Dundee	73,837	35,020	38,817	47%
City of Edinburgh	248,918	90,189	158,729	36%
City of Glasgow	302,565	112,394	190,171	37%
City of Kingston upon Hull	117,769	76,289	41,480	65%
City of London	6,587	5	6,582	0%
City of Nottingham	135,191	78,835	56,356	58%
City of Peterborough	85,450	52,616	32,834	62%
City of Plymouth	113,474	71,326	42,148	63%
City of Westminster	88,891	5,965	82,926	7%
Clackmannanshire	24,847	19,039	5,808	77%
Colchester	81,245	51,769	29,476	64%
Conwy	54,487	41,878	12,609	77%
Copeland	33,173	24,243	8,930	73%
Corby	30,155	20,027	10,128	66%
Cornwall	262,481	188,169	74,312	72%
Cotswold	43,006	28,764	14,242	67%
County Durham	243,284	185,254	58,030	76%
Coventry	141,289	95,797	45,492	68%
Craven	27,396	18,998	8,398	69%

Local authority district	Total households	Households with off-street parking or parking potential	Households without off-street parking or parking potential	Proportion of households with off-street parking or parking potential
Crawley	45,368	27,145	18,223	60%
Croydon	152,219	78,095	74,124	51%
Dacorum	64,423	39,636	24,787	62%
Darlington	50,313	37,969	12,344	75%
Dartford	46,690	28,680	18,010	61%
Daventry	36,635	25,125	11,510	69%
Denbighshire	43,379	35,301	8,078	81%
Derbyshire Dales	33,689	24,498	9,191	73%
Doncaster	136,292	112,586	23,706	83%
Dorset	175,507	120,103	55,404	68%
Dover	51,519	32,883	18,636	64%
Dudley	137,752	107,039	30,713	78%
Dumfries and Galloway	72,157	54,623	17,534	76%
Ealing	123,906	64,650	59,256	52%
East Ayrshire	56,000	45,252	10,748	81%
East Cambridgeshire	37,538	25,857	11,681	69%
East Devon	69,081	48,834	20,247	71%
East Dunbartonshire	46,907	37,585	9,322	80%
East Hampshire	52,459	35,589	16,870	68%
East Hertfordshire	62,761	39,459	23,302	63%
East Lindsey	66,352	44,575	21,777	67%
East Lothian	49,213	34,223	14,990	70%
East Northamptonshire	40,562	27,618	12,944	68%
East Renfrewshire	39,140	29,932	9,208	76%
East Riding of Yorkshire	154,536	116,504	38,032	75%
East Staffordshire	51,980	34,823	17,157	67%
East Suffolk	116,292	82,232	34,060	71%
Eastbourne	44,890	24,231	20,659	54%
Eastleigh	56,700	39,894	16,806	70%
Eden	26,365	18,257	8,108	69%
Elmbridge	57,348	36,815	20,533	64%
Enfield	120,915	66,995	53,920	55%
Epping Forest	56,044	35,675	20,369	64%

Local authority district	Total households	Households with off-street parking or parking potential	Households without off-street parking or parking potential	Proportion of households with off-street parking or parking potential
Epsom and Ewell	32,107	22,096	10,011	69%
Erewash	51,899	39,406	12,493	76%
Exeter	54,983	31,884	23,099	58%
Falkirk	75,486	55,297	20,189	73%
Fareham	49,773	36,323	13,450	73%
Fenland	44,605	32,530	12,075	73%
Fife	174,979	128,685	46,294	74%
Flintshire	68,478	57,571	10,907	84%
Folkestone and Hythe	48,528	28,333	20,195	58%
Forest of Dean	37,788	28,705	9,083	76%
Fylde	37,114	28,547	8,567	77%
Gateshead	93,519	69,035	24,484	74%
Gedling	52,539	40,989	11,550	78%
Gloucester	55,857	38,398	17,459	69%
Gosport	37,218	24,051	13,167	65%
Gravesham	42,557	28,969	13,588	68%
Great Yarmouth	44,521	28,562	15,959	64%
Greenwich	113,941	45,019	68,922	40%
Guildford	57,687	37,801	19,886	66%
Gwynedd	58,470	42,052	16,418	72%
Hackney	95,099	14,948	80,151	16%
Halton	57,108	41,370	15,738	72%
Hambleton	41,545	29,212	12,333	70%
Hammersmith & Fulham	65,045	10,942	54,103	17%
Harborough	40,009	28,825	11,184	72%
Haringey	81,303	26,234	55,069	32%
Harlow	38,180	20,137	18,043	53%
Harrogate	71,079	49,192	21,887	69%
Harrow	90,811	60,957	29,854	67%
Hart	39,711	27,250	12,461	69%
Hartlepool	43,760	29,917	13,843	68%
Hastings	35,811	20,726	15,085	58%
Havant	54,996	38,602	16,394	70%
Havering	104,484	78,274	26,210	75%

Local authority district	Total households	Households with off-street parking or parking potential	Households without off-street parking or parking potential	Proportion of households with off-street parking or parking potential
Herefordshire, County of	84,017	60,861	23,156	72%
Hertsmere	44,107	27,375	16,732	62%
High Peak	42,082	28,861	13,221	69%
Highland	113,840	85,305	28,535	75%
Hillingdon	111,294	77,043	34,251	69%
Hinckley and Bosworth	49,736	37,895	11,841	76%
Horsham	62,644	41,145	21,499	66%
Hounslow	98,817	51,291	47,526	52%
Huntingdonshire	77,053	52,470	24,583	68%
Hyndburn	36,307	28,381	7,926	78%
Inverclyde	37,529	20,153	17,376	54%
Ipswich	59,846	38,630	21,216	65%
Isle of Anglesey	34,009	26,174	7,835	77%
Isle of Wight	68,537	44,514	24,023	65%
Isles of Scilly	1,026	599	427	58%
Islington	81,553	11,078	70,475	14%
Kensington and Chelsea	56,030	7,499	48,531	13%
Kettering	44,845	29,825	15,020	67%
King's Lynn and West Norfolk	71,680	47,862	23,818	67%
Kingston upon Thames	65,851	40,158	25,693	61%
Kirklees	185,932	136,761	49,171	74%
Knowsley	68,111	56,932	11,179	84%
Lambeth	114,146	27,384	86,762	24%
Lancaster	61,551	44,695	16,856	73%
Leeds	348,364	233,445	114,919	67%
Leicester	133,489	71,972	61,517	54%
Lewes	44,281	28,773	15,508	65%
Lewisham	118,399	48,511	69,888	41%
Lichfield	45,713	34,757	10,956	76%
Lincoln	44,738	26,765	17,973	60%
Liverpool	213,719	126,326	87,393	59%
Luton	79,044	51,472	27,572	65%

Local authority district	Total households	Households with off-street parking or parking potential	Households without off-street parking or parking potential	Proportion of households with off-street parking or parking potential
Maidstone	72,119	46,896	25,223	65%
Maldon	27,888	18,631	9,257	67%
Malvern Hills	35,429	24,936	10,493	70%
Manchester	223,682	124,303	99,379	56%
Mansfield	49,412	37,230	12,182	75%
Medway	114,281	70,091	44,190	61%
Melton	22,892	16,787	6,105	73%
Mendip	51,515	37,515	14,000	73%
Merthyr Tydfil	26,941	18,292	8,649	68%
Merton	81,465	44,544	36,921	55%
Mid Devon	36,005	25,920	10,085	72%
Mid Suffolk	44,210	29,548	14,662	67%
Mid Sussex	63,731	42,050	21,681	66%
Middlesbrough	62,655	43,478	19,177	69%
Midlothian	39,697	30,290	9,407	76%
Milton Keynes	113,620	69,954	43,666	62%
Mole Valley	37,787	24,292	13,495	64%
Monmouthshire	41,053	31,712	9,341	77%
Moray	45,007	35,137	9,870	78%
Na h-Eileanan Siar (Outer Hebrides)	14,907	9,893	5,014	66%
Neath Port Talbot	65,017	52,796	12,221	81%
New Forest	80,903	55,034	25,869	68%
Newark and Sherwood	53,749	40,136	13,613	75%
Newcastle upon Tyne	129,056	83,901	45,155	65%
Newcastle-under-Lyme	55,274	41,768	13,506	76%
Newham	112,303	25,205	87,098	22%
Newport	67,045	45,147	21,898	67%
North Ayrshire	67,756	48,952	18,804	72%
North Devon	43,443	30,243	13,200	70%
North East Derbyshire	45,989	36,748	9,241	80%
North East Lincolnshire	71,855	49,169	22,686	68%
North Hertfordshire	57,557	36,419	21,138	63%

Local authority district	Total households	Households with off-street parking or parking potential	Households without off-street parking or parking potential	Proportion of households with off-street parking or parking potential
North Kesteven	51,170	38,150	13,020	75%
North Lanarkshire	156,593	111,039	45,554	71%
North Lincolnshire	74,782	57,554	17,228	77%
North Norfolk	52,911	35,119	17,792	66%
North Somerset	93,211	68,170	25,041	73%
North Tyneside	98,649	73,623	25,026	75%
North Warwickshire	28,169	20,926	7,243	74%
North West Leicestershire	44,628	33,353	11,275	75%
Northampton	96,158	57,737	38,421	60%
Northumberland	154,140	115,011	39,129	75%
Norwich	65,652	34,695	30,957	53%
Nuneaton and Bedworth	57,213	40,750	16,463	71%
Oadby and Wigston	23,257	18,507	4,750	80%
Oldham	96,702	71,571	25,131	74%
Orkney Islands	11,242	7,922	3,320	70%
Oxford	58,533	31,732	26,801	54%
Pembrokeshire	59,517	43,848	15,669	74%
Pendle	40,220	22,313	17,907	55%
Perth and Kinross	71,820	49,457	22,363	69%
Portsmouth	86,308	30,958	55,350	36%
Powys	62,425	45,637	16,788	73%
Preston	61,477	39,936	21,541	65%
Reading	68,864	32,819	36,045	48%
Redbridge	102,003	68,936	33,067	68%
Redcar and Cleveland	63,708	49,619	14,089	78%
Redditch	36,986	23,505	13,481	64%
Reigate and Banstead	60,967	38,481	22,486	63%
Renfrewshire	86,878	51,714	35,164	60%
Rhondda Cynon Taf	108,139	77,475	30,664	72%
Ribble Valley	27,074	20,506	6,568	76%
Richmond upon Thames	80,170	42,479	37,691	53%
Richmondshire	22,392	15,607	6,785	70%

Local authority district	Total households	Households with off-street parking or parking potential	Households without off-street parking or parking potential	Proportion of households with off-street parking or parking potential
Rochdale	94,704	67,812	26,892	72%
Rochford	35,824	24,701	11,123	69%
Rossendale	31,644	20,875	10,769	66%
Rother	43,836	27,752	16,084	63%
Rotherham	117,236	92,407	24,829	79%
Rugby	47,379	31,978	15,401	67%
Runnymede	35,873	23,456	12,417	65%
Rushcliffe	50,385	37,841	12,544	75%
Rushmoor	40,064	24,662	15,402	62%
Rutland	17,338	11,800	5,538	68%
Ryedale	25,528	17,699	7,829	69%
Salford	119,543	73,319	46,224	61%
Sandwell	132,442	95,558	36,884	72%
Scarborough	51,605	32,473	19,132	63%
Scottish Borders	56,928	37,384	19,544	66%
Sedgemoor	54,113	39,651	14,462	73%
Sefton	123,237	91,257	31,980	74%
Selby	39,175	30,408	8,767	78%
Sevenoaks	50,149	33,325	16,824	66%
Sheffield	249,342	152,489	96,853	61%
Shetland Islands	10,270	7,552	2,718	74%
Shropshire	142,872	107,209	35,663	75%
Slough	54,016	32,432	21,584	60%
Solihull	92,257	66,644	25,613	72%
Somerset	70,793	50,159	20,634	71%
South Ayrshire	55,616	40,788	14,828	73%
South Bucks	28,987	17,325	11,662	60%
South Cambridgeshire	66,818	44,997	21,821	67%
South Derbyshire	45,067	34,286	10,781	76%
South Gloucestershire	120,187	89,119	31,068	74%
South Hams	43,094	30,824	12,270	72%
South Holland	40,672	30,376	10,296	75%
South Kesteven	63,776	44,032	19,744	69%
South Lakeland	52,305	37,073	15,232	71%

Local authority district	Total households	Households with off-street parking or parking potential	Households without off-street parking or parking potential	Proportion of households with off-street parking or parking potential
South Lanarkshire	151,105	104,088	47,017	69%
South Norfolk	61,833	42,464	19,369	69%
South Northamptonshire	39,853	28,744	11,109	72%
South Oxfordshire	61,806	42,403	19,403	69%
South Ribble	49,777	40,917	8,860	82%
South Somerset	76,110	55,526	20,584	73%
South Staffordshire	46,751	35,757	10,994	76%
South Tyneside	71,870	53,793	18,077	75%
Southampton	105,321	55,274	50,047	52%
Southend-on-Sea	78,158	49,581	28,577	63%
Southwark	132,537	21,787	110,750	16%
Spelthorne	42,643	29,954	12,689	70%
St Albans	60,808	38,491	22,317	63%
St. Helens	83,268	69,536	13,732	84%
Stafford	60,595	45,290	15,305	75%
Staffordshire Moorlands	43,627	34,937	8,690	80%
Stevenage	37,509	20,930	16,579	56%
Stirling	40,747	29,475	11,272	72%
Stockport	129,356	98,415	30,941	76%
Stockton-on-Tees	86,786	68,805	17,981	79%
Stoke-on-Trent	115,149	89,727	25,422	78%
Stratford-on-Avon	58,286	39,695	18,591	68%
Stroud	53,064	38,462	14,602	72%
Suffolk	78,967	51,697	27,270	65%
Sunderland	126,866	95,248	31,618	75%
Surrey Heath	36,598	25,248	11,350	69%
Sutton	82,895	50,711	32,184	61%
Swale	61,035	40,324	20,711	66%
Swansea	111,000	80,031	30,969	72%
Swindon	97,376	65,957	31,419	68%
Tameside	101,644	69,086	32,558	68%
Tamworth	32,971	23,356	9,615	71%
Tandridge	36,218	22,796	13,422	63%
Teignbridge	60,988	42,999	17,989	71%

Local authority district	Total households	Households with off-street parking or parking potential	Households without off-street parking or parking potential	Proportion of households with off-street parking or parking potential
Telford and Wrekin	77,139	56,908	20,231	74%
Tendring	69,107	48,872	20,235	71%
Test Valley	55,156	35,337	19,819	64%
Tewkesbury	41,452	30,798	10,654	74%
Thanet	62,769	39,640	23,129	63%
Three Rivers	37,552	25,880	11,672	69%
Thurrock	67,912	44,004	23,908	65%
Tonbridge and Malling	54,285	36,314	17,971	67%
Torbay	62,052	39,565	22,487	64%
Torfaen	41,668	29,175	12,493	70%
Torridge	31,253	21,626	9,627	69%
Tower Hamlets	127,545	9,363	118,182	7%
Trafford	99,092	73,644	25,448	74%
Tunbridge Wells	48,652	29,614	19,038	61%
Uttlesford	37,354	24,806	12,548	66%
Vale of Glamorgan	58,099	43,854	14,245	75%
Vale of White Horse	58,535	40,539	17,996	69%
Wakefield	156,125	122,961	33,164	79%
Walsall	115,508	81,556	33,952	71%
Waltham Forest	95,899	35,998	59,901	38%
Wandsworth	123,817	25,845	97,972	21%
Warrington	92,638	71,382	21,256	77%
Warwick	63,681	41,663	22,018	65%
Watford	39,453	19,295	20,158	49%
Waverley	53,514	34,910	18,604	65%
Wealden	68,679	46,089	22,590	67%
Wellingborough	35,108	20,999	14,109	60%
Welwyn Hatfield	48,381	27,610	20,771	57%
West Berkshire	67,554	45,084	22,470	67%
West Devon	25,291	18,346	6,945	73%
West Dunbartonshire	44,415	25,979	18,436	58%
West Lancashire	49,041	36,520	12,521	74%
West Lindsey	43,264	29,878	13,386	69%
West Lothian	80,932	58,551	22,381	72%

Local authority district	Total households	Households with off-street parking or parking potential	Households without off-street parking or parking potential	Proportion of households with off-street parking or parking potential
West Oxfordshire	48,491	32,179	16,312	66%
Wigan	145,016	120,640	24,376	83%
Wiltshire	219,457	154,014	65,443	70%
Winchester	52,676	32,657	20,019	62%
Windsor and Maidenhead	63,512	39,912	23,600	63%
Wirral	145,986	109,264	36,722	75%
Woking	42,560	26,426	16,134	62%
Wokingham	69,011	46,799	22,212	68%
Wolverhampton	108,984	79,376	29,608	73%
Worcester	45,364	30,526	14,838	67%
Worthing	49,247	31,975	17,272	65%
Wrexham	60,040	47,934	12,106	80%
Wychavon	56,730	40,191	16,539	71%
Wycombe	72,850	46,303	26,547	64%
Wyre	50,932	42,214	8,718	83%
Wyre Forest	45,398	33,412	11,986	74%
York	88,854	60,540	28,314	68%

Source: Field Dynamics (2020), author's own analysis.

Appendix D – Westminster Parliamentary Constituencies’ on- and off-street parking potential

Table D.1: Westminster Parliamentary Constituencies’ on- and off-street parking potential

Westminster Parliamentary Constituency	Total households	Households with off-street parking or parking potential	Households without off-street parking or parking potential	Proportion of households with off-street parking or parking potential
Aberavon	30,961	25,333	5,628	82%
Aberconwy	27,199	20,518	6,681	75%
Aberdeen North	48,559	19,064	29,495	39%
Aberdeen South	42,026	24,004	18,022	57%
Airdrie and Shotts	39,055	31,129	7,926	80%
Aldershot	44,189	27,841	16,348	63%
Aldridge-Brownhills	33,805	26,280	7,525	78%
Altrincham and Sale West	41,944	30,917	11,027	74%
Alyn and Deeside	36,961	31,455	5,506	85%
Amber Valley	41,344	31,160	10,184	75%
Angus	41,484	27,980	13,504	67%
Arfon	25,905	18,713	7,192	72%
Argyll and Bute	45,328	28,918	16,410	64%
Arundel and South Downs	45,198	31,353	13,845	69%
Ashfield	46,670	35,789	10,881	77%
Ashford	51,896	33,761	18,135	65%
Ashton-under-Lyne	41,806	28,585	13,221	68%
Aylesbury	50,372	33,036	17,336	66%

Westminster Parliamentary Constituency	Total households	Households with off-street parking or parking potential	Households without off-street parking or parking potential	Proportion of households with off-street parking or parking potential
Ayr, Carrick and Cumnock	44,651	33,150	11,501	74%
Banbury	55,532	36,232	19,300	65%
Banff and Buchan	42,808	33,899	8,909	79%
Barking	48,575	29,210	19,365	60%
Barnsley Central	41,968	33,389	8,579	80%
Barnsley East	42,702	34,711	7,991	81%
Barrow and Furness	43,219	28,344	14,875	66%
Basildon and Billericay	40,526	25,249	15,277	62%
Basingstoke	49,808	28,152	21,656	57%
Bassetlaw	48,182	37,251	10,931	77%
Bath	36,621	21,906	14,715	60%
Batley and Spen	46,795	33,733	13,062	72%
Battersea	47,129	5,976	41,153	13%
Beaconsfield	43,559	26,972	16,587	62%
Beckenham	39,262	25,385	13,877	65%
Bedford	45,939	26,677	19,262	58%
Bermondsey and Old Southwark	67,290	5,439	61,851	8%
Berwickshire, Roxburgh and Selkirk	47,605	30,851	16,754	65%
Berwick-upon-Tweed	38,339	28,268	10,071	74%
Bethnal Green and Bow	57,796	4,060	53,736	7%
Beverley and Holderness	45,939	34,029	11,910	74%
Bexhill and Battle	47,762	30,589	17,173	64%
Bexleyheath and Crayford	37,141	28,073	9,068	76%
Birkenhead	41,556	28,052	13,504	68%
Birmingham, Edgbaston	42,197	26,040	16,157	62%
Birmingham, Erdington	42,829	30,846	11,983	72%
Birmingham, Hall Green	39,614	21,550	18,064	54%
Birmingham, Hodge Hill	40,552	27,385	13,167	68%

Westminster Parliamentary Constituency	Total households	Households with off-street parking or parking potential	Households without off-street parking or parking potential	Proportion of households with off-street parking or parking potential
Birmingham, Ladywood	55,325	13,967	41,358	25%
Birmingham, Northfield	45,913	33,606	12,307	73%
Birmingham, Perry Barr	39,728	28,211	11,517	71%
Birmingham, Selly Oak	43,208	27,878	15,330	65%
Birmingham, Yardley	42,718	32,352	10,366	76%
Bishop Auckland	43,255	31,181	12,074	72%
Blackburn	42,433	31,215	11,218	74%
Blackley and Broughton	48,873	28,657	20,216	59%
Blackpool North and Cleveleys	38,710	31,423	7,287	81%
Blackpool South	36,024	27,807	8,217	77%
Blaenau Gwent	32,133	22,840	9,293	71%
Blaydon	41,019	32,619	8,400	80%
Blyth Valley	40,081	29,205	10,876	73%
Bognor Regis and Littlehampton	49,037	29,793	19,244	61%
Bolsover	45,033	35,877	9,156	80%
Bolton North East	43,389	29,704	13,685	68%
Bolton South East	43,618	30,881	12,737	71%
Bolton West	43,614	34,208	9,406	78%
Bootle	45,293	28,170	17,123	62%
Boston and Skegness	47,516	30,924	16,592	65%
Bosworth	46,820	35,395	11,425	76%
Bournemouth East	46,087	27,547	18,540	60%
Bournemouth West	46,821	26,489	20,332	57%
Bracknell	45,907	26,177	19,730	57%
Bradford East	43,334	31,501	11,833	73%
Bradford South	44,171	34,438	9,733	78%
Bradford West	40,036	26,067	13,969	65%
Braintree	42,897	28,535	14,362	67%
Brecon and Radnorshire	33,251	24,553	8,698	74%
Brent Central	43,273	19,051	24,222	44%

Westminster Parliamentary Constituency	Total households	Households with off-street parking or parking potential	Households without off-street parking or parking potential	Proportion of households with off-street parking or parking potential
Brent North	43,315	27,829	15,486	64%
Brentford and Isleworth	52,931	22,264	30,667	42%
Brentwood and Ongar	42,198	27,522	14,676	65%
Bridgend	37,089	30,418	6,671	82%
Bridgwater and West Somerset	51,831	37,778	14,053	73%
Brigg and Goole	39,000	29,456	9,544	76%
Brighton, Kemptown	38,997	20,676	18,321	53%
Brighton, Pavilion	38,614	15,585	23,029	40%
Bristol East	43,531	27,067	16,464	62%
Bristol North West	43,457	27,470	15,987	63%
Bristol South	48,802	30,271	18,531	62%
Bristol West	50,289	13,948	36,341	28%
Broadland	44,095	31,877	12,218	72%
Bromley and Chislehurst	40,135	25,583	14,552	64%
Bromsgrove	41,509	30,898	10,611	74%
Broxbourne	43,046	27,577	15,469	64%
Broxtowe	43,230	33,136	10,094	77%
Buckingham	44,792	29,528	15,264	66%
Burnley	41,149	22,336	18,813	54%
Burton	47,055	31,148	15,907	66%
Bury North	39,439	31,189	8,250	79%
Bury South	44,091	34,198	9,893	78%
Bury St Edmunds	52,014	33,678	18,336	65%
Caerphilly	38,136	31,371	6,765	82%
Caithness, Sutherland and Easter Ross	30,513	23,189	7,324	76%
Calder Valley	47,843	30,182	17,661	63%
Camberwell and Peckham	51,969	10,311	41,658	20%
Camborne and Redruth	41,661	31,412	10,249	75%
Cambridge	50,730	24,461	26,269	48%
Cannock Chase	43,733	34,493	9,240	79%
Canterbury	47,439	29,614	17,825	62%

Westminster Parliamentary Constituency	Total households	Households with off-street parking or parking potential	Households without off-street parking or parking potential	Proportion of households with off-street parking or parking potential
Cardiff Central	32,482	16,428	16,054	51%
Cardiff North	37,718	29,631	8,087	79%
Cardiff South and Penarth	49,777	28,247	21,530	57%
Cardiff West	39,687	27,898	11,789	70%
Carlisle	42,121	31,134	10,987	74%
Carmarthen East and Dinefwr	33,592	26,938	6,654	80%
Carmarthen West and South Pembrokeshire	37,066	26,606	10,460	72%
Carshalton and Wallington	40,576	26,119	14,457	64%
Castle Point	37,787	27,624	10,163	73%
Central Ayrshire	42,710	31,720	10,990	74%
Central Devon	42,387	30,140	12,247	71%
Central Suffolk and North Ipswich	43,795	31,067	12,728	71%
Ceredigion	33,440	24,478	8,962	73%
Charnwood	44,029	35,176	8,853	80%
Chatham and Aylesford	41,976	26,172	15,804	62%
Cheadle	40,075	33,373	6,702	83%
Chelmsford	48,793	31,115	17,678	64%
Chelsea and Fulham	42,653	4,471	38,182	10%
Cheltenham	48,679	28,624	20,055	59%
Chesham and Amersham	39,499	25,159	14,340	64%
Chesterfield	44,397	31,411	12,986	71%
Chichester	52,269	33,143	19,126	63%
Chingford and Woodford Green	37,425	23,290	14,135	62%
Chippenham	44,523	32,407	12,116	73%
Chipping Barnet	46,236	28,801	17,435	62%
Chorley	46,517	35,763	10,754	77%
Christchurch	41,543	29,409	12,134	71%
Cities of London and Westminster	56,275	1,056	55,219	2%
City of Chester	45,434	31,181	14,253	69%
City of Durham	41,970	31,735	10,235	76%

Westminster Parliamentary Constituency	Total households	Households with off-street parking or parking potential	Households without off-street parking or parking potential	Proportion of households with off-street parking or parking potential
Clacton	44,237	31,988	12,249	72%
Cleethorpes	42,887	30,485	12,402	71%
Clwyd South	32,237	25,548	6,689	79%
Clwyd West	34,229	26,978	7,251	79%
Coatbridge, Chryston and Bellshill	43,676	33,240	10,436	76%
Colchester	52,569	31,555	21,014	60%
Colne Valley	50,246	36,272	13,974	72%
Congleton	46,229	37,449	8,780	81%
Copeland	38,042	27,534	10,508	72%
Corby	52,783	36,006	16,777	68%
Coventry North East	49,806	33,245	16,561	67%
Coventry North West	45,528	33,723	11,805	74%
Coventry South	45,955	28,829	17,126	63%
Crawley	45,368	27,145	18,223	60%
Crewe and Nantwich	50,307	40,342	9,965	80%
Croydon Central	50,890	23,682	27,208	47%
Croydon North	54,178	23,169	31,009	43%
Croydon South	47,151	31,244	15,907	66%
Cumbernauld, Kilsyth and Kirkintilloch East	40,244	23,532	16,712	58%
Cynon Valley	32,543	21,713	10,830	67%
Dagenham and Rainham	42,140	29,280	12,860	69%
Darlington	43,803	32,884	10,919	75%
Dartford	49,161	30,365	18,796	62%
Daventry	44,058	30,490	13,568	69%
Delyn	31,517	26,116	5,401	83%
Denton and Reddish	40,090	29,423	10,667	73%
Derby North	45,061	29,621	15,440	66%
Derby South	46,747	29,132	17,615	62%
Derbyshire Dales	37,742	27,448	10,294	73%
Devizes	43,207	29,873	13,334	69%
Dewsbury	45,691	34,906	10,785	76%
Don Valley	44,413	37,454	6,959	84%

Westminster Parliamentary Constituency	Total households	Households with off-street parking or parking potential	Households without off-street parking or parking potential	Proportion of households with off-street parking or parking potential
Doncaster Central	47,371	38,203	9,168	81%
Doncaster North	44,508	36,929	7,579	83%
Dover	45,066	28,140	16,926	62%
Dudley North	35,948	27,677	8,271	77%
Dudley South	35,019	27,794	7,225	79%
Dulwich and West Norwood	40,608	14,870	25,738	37%
Dumfries and Galloway	46,936	35,411	11,525	75%
Dumfriesshire, Clydesdale and Tweeddale	40,653	30,421	10,232	75%
Dundee East	41,875	26,465	15,410	63%
Dundee West	45,561	19,281	26,280	42%
Dunfermline and West Fife	47,289	36,015	11,274	76%
Dwyfor Meirionnydd	32,565	23,339	9,226	72%
Ealing Central and Acton	46,935	19,180	27,755	41%
Ealing North	44,887	28,662	16,225	64%
Ealing, Southall	32,084	16,808	15,276	52%
Easington	38,793	29,524	9,269	76%
East Devon	50,451	34,984	15,467	69%
East Dunbartonshire	35,778	29,131	6,647	81%
East Ham	48,353	10,690	37,663	22%
East Hampshire	42,960	28,669	14,291	67%
East Kilbride, Strathaven and Lesmahagow	47,682	29,444	18,238	62%
East Lothian	49,213	34,223	14,990	70%
East Renfrewshire	39,140	29,932	9,208	76%
East Surrey	47,304	29,901	17,403	63%
East Worthing and Shoreham	42,813	30,504	12,309	71%
East Yorkshire	47,912	34,711	13,201	72%
Eastbourne	48,489	27,177	21,312	56%
Eastleigh	47,724	32,795	14,929	69%
Eddisbury	41,175	32,091	9,084	78%
Edinburgh East	52,543	13,736	38,807	26%

Westminster Parliamentary Constituency	Total households	Households with off-street parking or parking potential	Households without off-street parking or parking potential	Proportion of households with off-street parking or parking potential
Edinburgh North and Leith	61,252	11,218	50,034	18%
Edinburgh South	40,066	19,519	20,547	49%
Edinburgh South West	50,792	18,834	31,958	37%
Edinburgh West	44,265	26,882	17,383	61%
Edmonton	41,260	19,881	21,379	48%
Ellesmere Port and Neston	41,209	34,289	6,920	83%
Elmet and Rothwell	45,553	37,037	8,516	81%
Eltham	38,361	25,148	13,213	66%
Enfield North	41,909	23,166	18,743	55%
Enfield, Southgate	37,746	23,948	13,798	63%
Epping Forest	42,717	26,765	15,952	63%
Epsom and Ewell	44,546	31,784	12,762	71%
Erewash	43,949	32,995	10,954	75%
Erith and Thamesmead	43,461	21,026	22,435	48%
Esher and Walton	47,192	31,602	15,590	67%
Exeter	47,994	27,235	20,759	57%
Falkirk	52,327	38,498	13,829	74%
Fareham	43,571	31,429	12,142	72%
Faversham and Mid Kent	41,399	29,409	11,990	71%
Feltham and Heston	45,886	29,027	16,859	63%
Filton and Bradley Stoke	43,815	30,766	13,049	70%
Finchley and Golders Green	44,207	23,614	20,593	53%
Folkestone and Hythe	50,735	29,878	20,857	59%
Forest of Dean	39,664	30,093	9,571	76%
Fylde	39,840	30,903	8,937	78%
Gainsborough	44,474	30,696	13,778	69%
Garston and Halewood	45,141	36,090	9,051	80%
Gateshead	44,724	29,912	14,812	67%
Gedling	42,677	33,143	9,534	78%
Gillingham and Rainham	42,024	25,433	16,591	61%

Westminster Parliamentary Constituency	Total households	Households with off-street parking or parking potential	Households without off-street parking or parking potential	Proportion of households with off-street parking or parking potential
Glasgow Central	50,236	4,961	45,275	10%
Glasgow East	44,490	25,101	19,389	56%
Glasgow North	37,898	6,209	31,689	16%
Glasgow North East	42,582	18,022	24,560	42%
Glasgow North West	43,281	17,665	25,616	41%
Glasgow South	43,057	16,814	26,243	39%
Glasgow South West	41,227	23,804	17,423	58%
Glenrothes	42,369	31,536	10,833	74%
Gloucester	51,807	34,875	16,932	67%
Gordon	46,846	36,645	10,201	78%
Gosport	43,420	28,945	14,475	67%
Gower	36,618	29,704	6,914	81%
Grantham and Stamford	50,350	34,445	15,905	68%
Gravesham	42,557	28,969	13,588	68%
Great Grimsby	39,396	26,135	13,261	66%
Great Yarmouth	44,521	28,562	15,959	64%
Greenwich and Woolwich	56,266	11,785	44,481	21%
Guildford	45,030	28,705	16,325	64%
Hackney North and Stoke Newington	43,206	8,409	34,797	19%
Hackney South and Shoreditch	51,893	6,539	45,354	13%
Halesowen and Rowley Regis	38,797	30,280	8,517	78%
Halifax	46,181	29,525	16,656	64%
Haltemprice and Howden	39,903	31,231	8,672	78%
Halton	43,726	32,390	11,336	74%
Hammersmith	40,545	8,094	32,451	20%
Hampstead and Kilburn	37,882	9,799	28,083	26%
Harborough	44,874	33,620	11,254	75%
Harlow	42,858	23,258	19,600	54%
Harrogate and Knaresborough	46,408	31,337	15,071	68%
Harrow East	37,393	27,344	10,049	73%
Harrow West	40,955	24,909	16,046	61%

Westminster Parliamentary Constituency	Total households	Households with off-street parking or parking potential	Households without off-street parking or parking potential	Proportion of households with off-street parking or parking potential
Hartlepool	43,760	29,917	13,843	68%
Harwich and North Essex	41,138	28,252	12,886	69%
Hastings and Rye	44,935	26,661	18,274	59%
Havant	41,934	29,237	12,697	70%
Hayes and Harlington	41,970	28,640	13,330	68%
Hazel Grove	35,724	28,697	7,027	80%
Hemel Hempstead	44,623	27,006	17,617	61%
Hemsworth	44,346	37,093	7,253	84%
Hendon	52,333	25,526	26,807	49%
Henley	43,375	29,393	13,982	68%
Hereford and South Herefordshire	44,130	31,245	12,885	71%
Hertford and Stortford	48,555	29,738	18,817	61%
Hertsmere	44,107	27,375	16,732	62%
Hexham	35,311	25,780	9,531	73%
Heywood and Middleton	48,517	37,260	11,257	77%
High Peak	42,082	28,861	13,221	69%
Hitchin and Harpenden	43,237	28,603	14,634	66%
Holborn and St Pancras	50,217	5,642	44,575	11%
Hornchurch and Upminster	45,381	35,041	10,340	77%
Hornsey and Wood Green	39,664	15,423	24,241	39%
Horsham	49,017	31,736	17,281	65%
Houghton and Sunderland South	41,756	33,108	8,648	79%
Hove	38,694	19,760	18,934	51%
Huddersfield	43,200	31,850	11,350	74%
Huntingdon	52,281	34,740	17,541	66%
Hyndburn	41,539	31,801	9,738	77%
Ilford North	39,630	29,251	10,379	74%
Ilford South	43,116	28,945	14,171	67%
Inverclyde	37,529	20,153	17,376	54%

Westminster Parliamentary Constituency	Total households	Households with off-street parking or parking potential	Households without off-street parking or parking potential	Proportion of households with off-street parking or parking potential
Inverness, Nairn, Badenoch and Strathspey	49,969	37,321	12,648	75%
Ipswich	49,554	30,464	19,090	61%
Isle of Wight	68,537	44,514	24,023	65%
Islington North	36,279	6,256	30,023	17%
Islington South and Finsbury	45,274	4,822	40,452	11%
Islwyn	33,336	27,431	5,905	82%
Jarrow	39,303	30,909	8,394	79%
Keighley	42,754	27,853	14,901	65%
Kenilworth and Southam	37,737	26,608	11,129	71%
Kensington	37,877	5,876	32,001	16%
Kettering	44,845	29,825	15,020	67%
Kilmarnock and Loudoun	44,675	35,332	9,343	79%
Kingston and Surbiton	48,743	30,056	18,687	62%
Kingston upon Hull East	41,249	28,790	12,459	70%
Kingston upon Hull North	41,577	27,191	14,386	65%
Kingston upon Hull West and Hessle	41,866	25,805	16,061	62%
Kingswood	38,668	29,397	9,271	76%
Kirkcaldy and Cowdenbeath	47,362	34,510	12,852	73%
Knowsley	49,055	40,840	8,215	83%
Lanark and Hamilton East	48,065	35,114	12,951	73%
Lancaster and Fleetwood	37,422	26,152	11,270	70%
Leeds Central	66,271	29,459	36,812	44%
Leeds East	42,931	32,034	10,897	75%
Leeds North East	40,483	28,739	11,744	71%
Leeds North West	35,476	23,509	11,967	66%
Leeds West	44,222	29,226	14,996	66%
Leicester East	41,203	26,019	15,184	63%
Leicester South	47,861	20,781	27,080	43%
Leicester West	44,425	25,172	19,253	57%

Westminster Parliamentary Constituency	Total households	Households with off-street parking or parking potential	Households without off-street parking or parking potential	Proportion of households with off-street parking or parking potential
Leigh	47,922	40,023	7,899	84%
Lewes	40,804	26,179	14,625	64%
Lewisham East	41,907	23,525	18,382	56%
Lewisham West and Penge	46,724	20,225	26,499	43%
Lewisham, Deptford	50,630	13,059	37,571	26%
Leyton and Wanstead	35,923	12,879	23,044	36%
Lichfield	42,927	32,602	10,325	76%
Lincoln	50,489	31,080	19,409	62%
Linlithgow and East Falkirk	54,850	40,644	14,206	74%
Liverpool, Riverside	54,164	17,725	36,439	33%
Liverpool, Walton	42,169	25,118	17,051	60%
Liverpool, Wavertree	40,026	22,391	17,635	56%
Liverpool, West Derby	41,318	32,954	8,364	80%
Livingston	49,241	34,706	14,535	70%
Llanelli	37,886	31,008	6,878	82%
Loughborough	43,712	30,619	13,093	70%
Louth and Horncastle	47,495	31,933	15,562	67%
Ludlow	39,376	29,420	9,956	75%
Luton North	37,618	28,746	8,872	76%
Luton South	44,369	24,834	19,535	56%
Macclesfield	43,691	30,654	13,037	70%
Maidenhead	43,860	29,792	14,068	68%
Maidstone and The Weald	47,032	28,004	19,028	60%
Makerfield	43,151	37,502	5,649	87%
Maldon	39,565	26,021	13,544	66%
Manchester Central	68,976	25,669	43,307	37%
Manchester, Gorton	42,981	24,102	18,879	56%
Manchester, Withington	40,408	27,345	13,063	68%
Mansfield	49,412	37,230	12,182	75%
Meon Valley	41,462	28,420	13,042	69%
Meriden	49,040	32,734	16,306	67%

Westminster Parliamentary Constituency	Total households	Households with off-street parking or parking potential	Households without off-street parking or parking potential	Proportion of households with off-street parking or parking potential
Merthyr Tydfil and Rhymney	34,349	23,048	11,301	67%
Mid Bedfordshire	48,610	33,155	15,455	68%
Mid Derbyshire	38,073	30,812	7,261	81%
Mid Dorset and North Poole	35,961	27,056	8,905	75%
Mid Norfolk	47,613	33,246	14,367	70%
Mid Sussex	48,927	31,642	17,285	65%
Mid Worcestershire	45,792	32,311	13,481	71%
Middlesbrough	41,960	27,840	14,120	66%
Middlesbrough South and East Cleveland	43,534	32,091	11,443	74%
Midlothian	39,697	30,290	9,407	76%
Milton Keynes North	55,853	32,752	23,101	59%
Milton Keynes South	57,767	37,202	20,565	64%
Mitcham and Morden	41,126	23,770	17,356	58%
Mole Valley	41,603	26,234	15,369	63%
Monmouth	38,017	28,719	9,298	76%
Montgomeryshire	29,174	21,084	8,090	72%
Moray	45,007	35,137	9,870	78%
Morecambe and Lunesdale	40,531	31,692	8,839	78%
Morley and Outwood	46,017	35,560	10,457	77%
Motherwell and Wishaw	44,541	31,410	13,131	71%
Na h-Eileanan an Iar	14,907	9,893	5,014	66%
Neath	34,056	27,463	6,593	81%
New Forest East	40,140	27,874	12,266	69%
New Forest West	40,763	27,160	13,603	67%
Newark	45,248	32,235	13,013	71%
Newbury	47,893	30,623	17,270	64%
Newcastle upon Tyne Central	43,387	25,829	17,558	60%
Newcastle upon Tyne East	42,049	25,463	16,586	61%
Newcastle upon Tyne North	43,620	32,609	11,011	75%

Westminster Parliamentary Constituency	Total households	Households with off-street parking or parking potential	Households without off-street parking or parking potential	Proportion of households with off-street parking or parking potential
Newcastle-under-Lyme	39,774	28,874	10,900	73%
Newport East	35,165	23,950	11,215	68%
Newport West	39,512	27,581	11,931	70%
Newton Abbot	42,345	29,670	12,675	70%
Normanton, Pontefract and Castleford	52,720	41,629	11,091	79%
North Ayrshire and Arran	47,336	34,790	12,546	73%
North Cornwall	44,128	31,416	12,712	71%
North Devon	43,443	30,243	13,200	70%
North Dorset	43,198	30,756	12,442	71%
North Durham	41,692	32,759	8,933	79%
North East Bedfordshire	50,627	35,065	15,562	69%
North East Cambridgeshire	52,216	37,967	14,249	73%
North East Derbyshire	41,895	33,296	8,599	79%
North East Fife	37,959	26,624	11,335	70%
North East Hampshire	42,717	29,023	13,694	68%
North East Hertfordshire	43,657	28,045	15,612	64%
North East Somerset	40,482	30,775	9,707	76%
North Herefordshire	39,887	29,616	10,271	74%
North Norfolk	44,323	29,414	14,909	66%
North Shropshire	47,808	36,618	11,190	77%
North Somerset	45,307	33,380	11,927	74%
North Swindon	50,633	35,721	14,912	71%
North Thanet	43,076	28,897	14,179	67%
North Tyneside	51,904	37,372	14,532	72%
North Warwickshire	40,399	30,232	10,167	75%
North West Cambridgeshire	59,488	39,296	20,192	66%
North West Durham	44,141	34,295	9,846	78%
North West Hampshire	47,876	31,055	16,821	65%
North West Leicestershire	44,628	33,353	11,275	75%

Westminster Parliamentary Constituency	Total households	Households with off-street parking or parking potential	Households without off-street parking or parking potential	Proportion of households with off-street parking or parking potential
North West Norfolk	47,549	31,458	16,091	66%
North Wiltshire	41,339	29,381	11,958	71%
Northampton North	37,921	24,646	13,275	65%
Northampton South	43,290	22,331	20,959	52%
Norwich North	41,656	29,866	11,790	72%
Norwich South	48,489	24,862	23,627	51%
Nottingham East	45,133	20,898	24,235	46%
Nottingham North	43,456	31,941	11,515	74%
Nottingham South	46,602	25,996	20,606	56%
Nuneaton	42,122	29,460	12,662	70%
Ochil and South Perthshire	48,538	37,057	11,481	76%
Ogmore	34,398	26,800	7,598	78%
Old Bexley and Sidcup	36,305	28,130	8,175	77%
Oldham East and Saddleworth	44,157	31,749	12,408	72%
Oldham West and Royton	42,870	32,209	10,661	75%
Orkney and Shetland	21,512	15,474	6,038	72%
Orpington	38,292	29,250	9,042	76%
Oxford East	45,404	25,639	19,765	56%
Oxford West and Abingdon	46,689	28,356	18,333	61%
Paisley and Renfrewshire North	43,614	27,998	15,616	64%
Paisley and Renfrewshire South	43,264	23,716	19,548	55%
Pendle	40,220	22,313	17,907	55%
Penistone and Stocksbridge	40,347	32,557	7,790	81%
Penrith and The Border	40,228	28,009	12,219	70%
Perth and North Perthshire	48,129	31,439	16,690	65%
Peterborough	50,734	31,050	19,684	61%
Plymouth, Moor View	42,166	27,947	14,219	66%
Plymouth, Sutton and Devonport	46,499	22,901	23,598	49%
Pontypridd	35,524	27,932	7,592	79%

Westminster Parliamentary Constituency	Total households	Households with off-street parking or parking potential	Households without off-street parking or parking potential	Proportion of households with off-street parking or parking potential
Poole	46,674	29,251	17,423	63%
Poplar and Limehouse	69,749	5,303	64,446	8%
Portsmouth North	41,029	21,802	19,227	53%
Portsmouth South	45,279	9,156	36,123	20%
Preseli Pembrokeshire	36,923	27,964	8,959	76%
Preston	41,227	22,951	18,276	56%
Pudsey	42,109	29,819	12,290	71%
Putney	41,124	8,730	32,394	21%
Rayleigh and Wickford	42,067	29,685	12,382	71%
Reading East	46,834	23,103	23,731	49%
Reading West	45,641	26,969	18,672	59%
Redcar	40,869	33,166	7,703	81%
Redditch	39,449	25,270	14,179	64%
Reigate	43,427	26,310	17,117	61%
Rhondda	32,710	21,709	11,001	66%
Ribble Valley	45,443	35,609	9,834	78%
Richmond (Yorks)	48,078	33,749	14,329	70%
Richmond Park	49,049	24,696	24,353	50%
Rochdale	46,187	30,552	15,635	66%
Rochester and Strood	47,567	30,007	17,560	63%
Rochford and Southend East	45,186	25,911	19,275	57%
Romford	42,704	30,499	12,205	71%
Romsey and Southampton North	37,676	25,113	12,563	67%
Ross, Skye and Lochaber	33,358	24,795	8,563	74%
Rossendale and Darwen	44,537	31,336	13,201	70%
Rother Valley	43,277	37,156	6,121	86%
Rotherham	39,813	28,590	11,223	72%
Rugby	45,391	30,804	14,587	68%
Ruislip, Northwood and Pinner	40,336	27,941	12,395	69%
Runnymede and Weybridge	46,029	28,669	17,360	62%

Westminster Parliamentary Constituency	Total households	Households with off-street parking or parking potential	Households without off-street parking or parking potential	Proportion of households with off-street parking or parking potential
Rushcliffe	43,111	32,237	10,874	75%
Rutherglen and Hamilton West	49,249	34,854	14,395	71%
Rutland and Melton	46,332	33,113	13,219	71%
Saffron Walden	48,082	32,125	15,957	67%
Salford and Eccles	60,685	29,580	31,105	49%
Salisbury	43,896	29,244	14,652	67%
Scarborough and Whitby	45,495	28,038	17,457	62%
Scunthorpe	39,213	31,683	7,530	81%
Sedgefield	39,943	30,845	9,098	77%
Sefton Central	36,870	31,835	5,035	86%
Selby and Ainsty	44,501	34,269	10,232	77%
Sevenoaks	40,585	27,329	13,256	67%
Sheffield Central	55,416	18,185	37,231	33%
Sheffield South East	40,901	29,354	11,547	72%
Sheffield, Brightside and Hillsborough	46,081	32,300	13,781	70%
Sheffield, Hallam	38,397	25,886	12,511	67%
Sheffield, Heeley	43,944	26,929	17,015	61%
Sherwood	45,234	35,459	9,775	78%
Shipley	43,762	31,761	12,001	73%
Shrewsbury and Atcham	48,394	35,632	12,762	74%
Sittingbourne and Sheppey	48,677	32,453	16,224	67%
Skipton and Ripon	46,741	32,992	13,749	71%
Sleaford and North Hykeham	52,669	38,673	13,996	73%
Slough	51,499	31,068	20,431	60%
Solihull	43,217	33,910	9,307	78%
Somerton and Frome	48,507	36,119	12,388	74%
South Basildon and East Thurrock	42,234	27,234	15,000	64%
South Cambridgeshire	49,607	32,951	16,656	66%
South Derbyshire	45,067	34,286	10,781	76%
South Dorset	44,438	27,760	16,678	62%

Westminster Parliamentary Constituency	Total households	Households with off-street parking or parking potential	Households without off-street parking or parking potential	Proportion of households with off-street parking or parking potential
South East Cambridgeshire	50,926	34,506	16,420	68%
South East Cornwall	42,612	31,536	11,076	74%
South Holland and The Deepings	46,848	35,125	11,723	75%
South Leicestershire	45,667	36,309	9,358	80%
South Norfolk	48,880	33,288	15,592	68%
South Northamptonshire	50,893	36,617	14,276	72%
South Ribble	43,214	35,946	7,268	83%
South Shields	40,343	29,388	10,955	73%
South Staffordshire	40,342	30,894	9,448	77%
South Suffolk	42,486	28,673	13,813	67%
South Swindon	46,743	30,236	16,507	65%
South Thanet	44,750	28,582	16,168	64%
South West Bedfordshire	47,377	31,447	15,930	66%
South West Devon	40,811	32,608	8,203	80%
South West Hertfordshire	45,035	30,178	14,857	67%
South West Norfolk	47,747	32,187	15,560	67%
South West Surrey	45,100	29,273	15,827	65%
South West Wiltshire	46,492	33,109	13,383	71%
Southampton, Itchen	48,625	25,769	22,856	53%
Southampton, Test	46,284	22,449	23,835	49%
Southend West	39,923	27,912	12,011	70%
Southport	41,074	31,252	9,822	76%
Spelthorne	42,643	29,954	12,689	70%
St Albans	42,903	25,936	16,967	60%
St Austell and Newquay	48,202	34,811	13,391	72%
St Helens North	45,216	38,745	6,471	86%
St Helens South and Whiston	48,009	38,931	9,078	81%
St Ives	42,223	28,742	13,481	68%
Stafford	43,663	32,716	10,947	75%
Staffordshire Moorlands	34,891	27,708	7,183	79%

Westminster Parliamentary Constituency	Total households	Households with off-street parking or parking potential	Households without off-street parking or parking potential	Proportion of households with off-street parking or parking potential
Stalybridge and Hyde	42,499	28,015	14,484	66%
Stevenage	42,088	23,973	18,115	57%
Stirling	40,747	29,475	11,272	72%
Stockport	40,481	27,021	13,460	67%
Stockton North	41,600	33,133	8,467	80%
Stockton South	45,186	35,672	9,514	79%
Stoke-on-Trent Central	39,473	28,360	11,113	72%
Stoke-on-Trent North	44,566	35,214	9,352	79%
Stoke-on-Trent South	40,222	33,856	6,366	84%
Stone	38,465	29,857	8,608	78%
Stourbridge	39,327	30,074	9,253	76%
Stratford-on-Avon	42,864	28,676	14,188	67%
Streatham	39,047	12,514	26,533	32%
Stretford and Urmston	43,137	33,022	10,115	77%
Stroud	47,152	34,332	12,820	73%
Suffolk Coastal	51,276	34,762	16,514	68%
Sunderland Central	45,306	32,712	12,594	72%
Surrey Heath	45,356	31,576	13,780	70%
Sutton and Cheam	42,319	24,592	17,727	58%
Sutton Coldfield	41,567	29,560	12,007	71%
Swansea East	37,815	27,120	10,695	72%
Swansea West	36,567	23,207	13,360	63%
Tamworth	40,682	29,186	11,496	72%
Tatton	39,135	29,627	9,508	76%
Taunton Deane	53,610	37,667	15,943	70%
Telford	42,753	30,081	12,672	70%
Tewkesbury	48,801	36,878	11,923	76%
The Cotswolds	48,918	32,894	16,024	67%
The Wrekin	41,680	32,366	9,314	78%
Thirsk and Malton	47,497	33,204	14,293	70%
Thornbury and Yate	37,704	28,956	8,748	77%
Thurrock	50,281	30,439	19,842	61%

Westminster Parliamentary Constituency	Total households	Households with off-street parking or parking potential	Households without off-street parking or parking potential	Proportion of households with off-street parking or parking potential
Tiverton and Honiton	47,874	34,372	13,502	72%
Tonbridge and Malling	44,092	29,104	14,988	66%
Tooting	35,564	11,139	24,425	31%
Torbay	44,976	27,057	17,919	60%
Torfaen	37,072	25,784	11,288	70%
Torrige and West Devon	46,550	33,208	13,342	71%
Totnes	44,168	31,202	12,966	71%
Tottenham	41,639	10,811	30,828	26%
Truro and Falmouth	44,681	30,851	13,830	69%
Tunbridge Wells	44,698	26,968	17,730	60%
Twickenham	48,229	27,885	20,344	58%
Tynemouth	46,745	36,251	10,494	78%
Uxbridge and South Ruislip	41,451	29,166	12,285	70%
Vale of Clwyd	32,766	27,083	5,683	83%
Vale of Glamorgan	44,916	35,024	9,892	78%
Vauxhall	47,769	6,037	41,732	13%
Wakefield	44,361	32,301	12,060	73%
Wallasey	40,583	29,040	11,543	72%
Walsall North	41,154	29,208	11,946	71%
Walsall South	40,549	26,068	14,481	64%
Walthamstow	41,808	10,569	31,239	25%
Wansbeck	40,409	31,758	8,651	79%
Wantage	53,969	38,318	15,651	71%
Warley	38,594	23,430	15,164	61%
Warrington North	43,119	32,820	10,299	76%
Warrington South	49,519	38,562	10,957	78%
Warwick and Leamington	46,215	29,232	16,983	63%
Washington and Sunderland West	39,804	29,428	10,376	74%
Watford	49,965	26,631	23,334	53%
Waveney	48,132	35,759	12,373	74%
Wealden	45,415	29,936	15,479	66%
Weaver Vale	41,087	29,779	11,308	72%

Westminster Parliamentary Constituency	Total households	Households with off-street parking or parking potential	Households without off-street parking or parking potential	Proportion of households with off-street parking or parking potential
Wellingborough	49,526	30,160	19,366	61%
Wells	48,102	35,168	12,934	73%
Welwyn Hatfield	46,093	26,076	20,017	57%
Wentworth and Dearne	45,268	36,148	9,120	80%
West Aberdeenshire and Kincardine	41,929	33,701	8,228	80%
West Bromwich East	37,780	29,115	8,665	77%
West Bromwich West	39,204	29,922	9,282	76%
West Dorset	48,889	33,203	15,686	68%
West Dunbartonshire	44,415	25,979	18,436	58%
West Ham	63,950	14,515	49,435	23%
West Lancashire	41,884	30,256	11,628	72%
West Suffolk	52,558	35,125	17,433	67%
West Worcestershire	43,904	31,051	12,853	71%
Westminster North	39,203	4,914	34,289	13%
Westmorland and Lonsdale	42,601	30,011	12,590	70%
Weston-Super-Mare	47,904	34,790	13,114	73%
Wigan	46,910	37,308	9,602	80%
Wimbledon	40,339	20,774	19,565	51%
Winchester	42,751	27,621	15,130	65%
Windsor	45,430	27,024	18,406	59%
Wirral South	32,535	26,623	5,912	82%
Wirral West	31,312	25,549	5,763	82%
Witham	39,895	26,690	13,205	67%
Witney	48,491	32,179	16,312	66%
Woking	45,072	28,267	16,805	63%
Wokingham	46,570	30,838	15,732	66%
Wolverhampton North East	38,875	30,489	8,386	78%
Wolverhampton South East	38,569	29,044	9,525	75%
Wolverhampton South West	37,065	24,148	12,917	65%
Worcester	45,364	30,526	14,838	67%
Workington	37,898	26,983	10,915	71%

Westminster Parliamentary Constituency	Total households	Households with off-street parking or parking potential	Households without off-street parking or parking potential	Proportion of households with off-street parking or parking potential
Worsley and Eccles South	47,079	37,288	9,791	79%
Worthing West	47,515	28,496	19,019	60%
Wrexham	31,475	24,986	6,489	79%
Wycombe	44,963	27,767	17,196	62%
Wyre and Preston North	41,121	34,181	6,940	83%
Wyre Forest	45,398	33,412	11,986	74%
Wythenshawe and Sale East	48,234	34,686	13,548	72%
Yeovil	50,481	36,119	14,362	72%
Ynys Môn	34,009	26,174	7,835	77%
York Central	47,556	28,434	19,122	60%
York Outer	41,298	32,106	9,192	78%

Source: Field Dynamics (2020), author's own analysis.

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