

annex 4 parking standards

- 1 This annex sets out the approach to determining appropriate maximum parking standards within the policy context established by Policies 3C.23 and 3C.24.
- 2 Boroughs should interpret these standards with appropriate flexibility and have regard to them in developing policies for their DPDs and in exercising their development control functions. The approach set out in this annex will be used by the Mayor in considering applications for strategic developments.
- 3 The approach set out in Policy 3C.23 seeks to regulate parking in order to minimise additional car travel, reduce trip lengths and encourage use of other, more sustainable means of travel. Policy 3C.24 also recognizes the need to support the economic development and regeneration of London's town centres. The approach provides for flexibility to enable boroughs to take account of local circumstances in balancing the desirability of reducing car use with the need to provide for attractive viable development. The approach has been developed in line with PPG 13. It supersedes the interim parking standards in the Mayor's Transport Strategy.
- 4 Managing the level of on-site parking provision is seen as a key reinforcing measure to promote alternative means of transport. It is also important that boroughs manage on-street and off-street parking as a whole and prepare a Parking and Enforcement Plan, which forms part of the transport Local Implementation Plan. The Parking and Enforcement Plan should make explicit how the needs of disabled people are being addressed in a climate of parking restraint, recognising that some people will require Blue Badge parking bays to be designated and enforced, and supply monitored to meet demand, both on and off street.

Parking Standards, Transport Assessments and Public Transport Accessibility Levels (PTALs)

- 5 PPG 13 (March 2001) introduced the concept of Transport Assessments. They should give details of proposed measures to improve access by public transport, walking and cycling, to reduce associated parking and mitigate adverse transport impacts. Transport Assessments will be a key factor in assisting boroughs in their assessments of development proposals and ensuring that parking levels sought for new developments are not excessive.

- 6 The Transport Assessment will provide an estimate of car parking demand. However the proposed development should not exceed the adopted standards, unless there is a very good justification for doing so. Account should also be taken of the level of public car parking already available, including on-street parking, particularly within town centres.
- 7 Public Transport Accessibility Levels (PTALs) have been adopted by TfL to produce a consistent Londonwide public transport access mapping facility to assist boroughs with locational planning and assessment of appropriate parking provision by measuring broad public transport accessibility levels. There is evidence that car use reduces as access to public transport, as measured by PTALs, increases. Therefore, given the need to avoid over-provision, car parking provision should also reduce as public transport accessibility increases. TfL is reviewing options for refining the measurement of public transport accessibility in London, and will consult on any proposed changes to the methodology in due course.

Employment car parking standards

- 8 The standards for employment (B1) uses are set out in Table A4.1 below. They are consistent with the Mayor's Transport Strategy. PTALs and a Transport Assessment should be used to inform the level of parking within the range specified in Table A4.1. Normally they should not be used to increase the level of parking beyond the range indicated unless there is an identified regeneration need. Locations with higher PTALs should have a lower level of parking provision within or below the range specified. Standards for B2 and B8 employment uses should have regard to the B1 standards although a degree of flexibility may be required to reflect different trip generating characteristics.

table A4.1 Non-operational employment (B1) car parking standard

Location	Maximum of one parking space per x square metres of gross floor area, where x is (Value of x)
Central London (CAZ)	1,000 – 1,500
Inner London	600 – 1,000
Outer London	100 – 600

source GLA

notes Central London is defined as the Central Activities Zone (CAZ), as shown in Map 5B.2. Inner London consists of Camden, Greenwich, Hackney, Hammersmith & Fulham, Haringey, Islington, Kensington and Chelsea, Lambeth, Lewisham, Newham, Southwark, Tower Hamlets, Wandsworth and Westminster excluding those parts in the CAZ. Outer London consists of Barking & Dagenham, Barnet, Bexley, Brent, Bromley, Croydon, Ealing, Enfield, Harrow, Havering, Hillingdon, Hounslow, Kingston-upon-Thames, Merton, Richmond-upon-Thames, Redbridge, Sutton and Waltham Forest. Boroughs can continue to use these categories as a basis for setting standards, although some flexibility in defining boundaries may be appropriate. Where boroughs use different definitions these should be explained.

Residential car parking standards

- 9 Public transport accessibility should be used to assist in determining the appropriate level of car parking provision, particularly for major developments. Maximum residential parking standards are set out in Table A4.2.

table A4.2 Maximum Residential Car Parking Standards

Predominant housing type	4+ bed units	3 bed units	1 – 2 bed units
Car parking provision	2 – 1.5 spaces per unit	1.5 – 1 space per unit space	1 to less than 1 per unit*

* All developments in areas of good public transport accessibility and/or town centres should aim for less than 1 space per unit. The needs of disabled residents will need to be taken into account in developments with low car parking provision, so that adequate spaces, either on site or convenient dedicated on-street spaces, are identified for occupants.

- 10 Overall residential standards are consistent with PPG 3, which requires that on average car parking should not exceed 1.5 off-street spaces per dwelling, particularly in urban areas. 4+ bed units will form a small part of the overall growth in housing, and the maximum standard for these larger properties of up to two spaces recognises the impracticality of imposing a lower standard for houses with garages and for large detached houses. The substantial majority of new housing development will be higher density houses and flats which have a maximum standard of 1.5 or below, so on average car parking is not expected to exceed 1.5 off-street spaces per dwelling.

- 11 Residential development with lower car parking provision is encouraged in areas with high PTAL scores and/or close to town centres. An element of car-free housing should be included where accessibility and type of housing allows.

Town centre and retail car parking standards

- 12 A new framework set out in Policy 3C.24 for setting car parking standards for retail developments links car parking provision to public transport accessibility and encourages more restrictive car parking where public transport accessibility (PTALs) is high, to prevent over-provision of car parking. This takes account of the trend for shopping centres with better public transport provision, to have a higher public transport modal share and lower car use for shopping trips.
- 13 PTAL-based car parking standards should be used flexibly and avoid a perverse incentive to develop in out-of-centre locations, where public transport is poor, rather than in town centres. It is therefore vital that parking policy is applied in conjunction with PPG6, which requires parking to reinforce the attractiveness and competitiveness of town centres and the locational policies in PPG 13.
- 14 PTALs can vary across town/local centres and their immediate catchment area. In order to avoid different standards within a centre, boroughs should identify the appropriate maximum parking standards that should apply across a whole town centre including its edges. These standards should be informed by Policy 3C.24 and the indicative maximum standards given in Table A4.3. By concentrating development in town centres, access is improved for those without a car and access by public transport and other modes is encouraged.
- 15 The car parking standards given in Table A4.3 start from an assessment of car parking demand, which is reflected in the PTAL 1 standards. These standards are tighter than the indicative national standards set out in PPG 13 as they reflect the above average propensity to use public transport in London, even in many suburban locations. Maximum parking standards should not exceed those given for PTAL 1.

table A4.3 Indicative maximum car parking guidelines for retail (A1) uses in town and local centres

	6 central London	PTAL 6 inner/ outer London & 5	4 to 2	1 maximum
Retail land use		1 space per x square metres of gross floor area		
Smaller food store (up to 500m ² gfa)	–	75	50 – 35	30
Food supermarket (up to 2500m ² rfa/c4000m ² gfa)	–	45 – 30	30 – 20	18
Food superstore (over 2500m ² rfa/c4000m ² gfa)	–	38 – 25	25 – 18	15
Non-food warehouse	–	60 – 40	50 – 30	30
Garden centre	–	65 – 45	45 – 30	25
Town centre/shopping mall	–	75 – 50	50 – 35	30

note For PTAL 6 central no non-operational parking should be provided except for disabled people. There is a difference between PTAL 6 scores in central London and outer London, due to the large size and density of the network serving central London. Outside central London, PTAL 6 is banded with PTAL 5. In central London (PTAL 6), no non-operational parking should be provided, except for disabled people. In some PTAL 5/6 locations outside central London, car park-free developments may also be appropriate.

The food retail size thresholds are illustrative and should not be used to avoid appropriate parking reductions. Department stores and other non-food and non-warehouse stores should be based on the town centre/shopping mall standards, although a retail impact study may be required to assess linked trips.

Existing parking provision and car park occupancy rates within the surrounding area should be considered to ensure full use is made of existing provision before providing additional/new parking associated with retail development, either in town centres or on their edges

A2 – No additional parking in town centres other than where parking already exists for operational requirements

A3/A4/A5 (Food and drink, including pubs) – In central town centre locations, no additional parking provision should be made for bars, cafes, restaurants

For drive-through or take-away restaurants where no seating is provided, no parking provision other than for operational requirements is likely to be appropriate.

source GLA

- 16 The starting point for meeting parking demand for new retail development should be use of the existing public off-street parking supply. Parking requirements should be assessed, taking account of the reduction in demand associated with linked trips. If on-site parking is justified there should be a presumption that it will be publicly available. Boroughs should take a co-ordinated approach with neighbouring authorities, including, where appropriate, those outside London, to prevent competition between centres based on parking availability and charges.
- 17 For bulk shopping, the preferred location is also in or on the edge of the town centre to facilitate linked trips. It is recognised that the use of trolleys to carry purchases means that some on-site car parking may be appropriate. Where new on-site car parking is required, this should be made available to the general public to ensure that the town centre benefits as a whole, and can also benefit in the evenings. Where possible, adjacent sites should have a linked parking layout to facilitate linked trips.
- 18 It is important that the quality, attractiveness and safety/security of car parks is improved and maintained to support and enhance the attractiveness of town centres. Car parks should provide a high quality of service and security to facilitate town centre improvement and renewal. The principles of good design promoted in this plan should apply to the design of car parks.

Leisure uses

- 19 Social/cultural activity generally does not normally involve carrying heavy loads or equipment. Peak usage of these facilities often takes place during evenings and weekends. While it is recognised that public transport services often reduce late in the evening, especially in suburban areas, existing public car parking supply is normally under-used in the evenings.
- 20 The starting point for determining car parking provision for leisure developments appropriate for town centre/edge of town centre locations is to make use of the existing public car park supply. This is particularly true for any developments within the central activities zone. However improvements to car park security, especially at night may be required.
- 21 In assessing the requirement for car parking for leisure uses, it is recognised that some edge-of-town sites will need on-site parking. Any provision should reflect the availability of public transport and, where appropriate, pedestrian/cycle accessibility. For sites with good public transport provision, car parking provision should be reduced. Information on possible car parking standards for a variety of leisure uses is given in the report on Parking Standards¹ which was commissioned

by the GLA to inform parking standards. These can serve as a starting point when considering relevant standards. In locations with poor public transport accessibility the scale and mix of development should reflect the reliance on the car. A Transport Assessment should be used to assess parking requirements.

- 22 Provision may need to be made for coach parking where substantial numbers of participants and spectators are expected. Stadia and other large-scale schemes which attract a large number of people should be located where PTAL 3 or above is achieved. Public transport access should be encouraged and parking provision should be significantly lower than the national maximum standards to reflect the higher levels of public transport access within London.

Mixed use and large multi unit developments

- 23 It is not possible to prescribe parking standards for mixed/multi-use developments as these differ widely. The key to identifying parking provision lies in a Transport Assessment supported by impact studies of large mixed use developments. It is expected that parking provision for mixed use developments will be significantly lower than national standards in PPG 13 to reflect the higher levels of public transport access within London.
- 24 The time profiles of car parking demand vary according to use. If the estimated peak parking demands for each element are simply added together, the total will generally exceed the actual peak parking demand for the development as a whole. Such over-provision should be avoided through appropriate analysis. The total parking provision will therefore be less than the sum of each individual element.
- 25 Trip rates for retail parks are significantly lower than for most of the individual elements in isolation. Parking provision should be reduced correspondingly. Linked trip-making can reduce parking demand by up to 50 per cent, and 25 per cent appears readily attainable. Account should also be taken of improvements in public transport. Developers should demonstrate such effects in their Transport Assessment.

Other uses

- 26 For all other uses, where standards are specified in PPG 13 they should be taken as the absolute maximum. Boroughs are encouraged to set lower maximum standards that reflect the higher levels of public transport access within London, potential for pedestrian/cycle access to the site and local traffic reduction objectives.

Provision for taxis, coaches and buses

- 27 All large developments should provide for appropriate taxi ranks and coach/bus parking/stands. Consideration of these will form part of the development's Transport Assessment. More details of these facilities are provided in the Land for Transport Functions SPG.

Operational parking

- 28 Operational parking is that which is required to enable the development to function. It includes arrangements for maintenance, servicing and deliveries, but excludes employee and visitor parking. Some operational parking is likely to be required on site, to cater for servicing, which should occur off-road, even if there is no car parking provided for employees/visitors.
- 29 It should be up to the developer to present a convincing case for operational car parking above this level. It is important to remember that planning permissions are attached to the land in question, not usually to a particular occupier. Any exceptional provision of operational space to meet the needs of a specific occupier may be surplus to requirements at a later date.
- 30 B8 Storage or distribution – 1 lorry space per 200 m² gfa (minimum 1 lorry space). Wholesale warehousing, distribution – 1 lorry space minimum, plus 1 lorry space per 500 m² gfa. Any associated office accommodation – Car parking as B1 (see Table A4.1) should be treated as offices for parking purposes.

Parking for disabled people

- 31 Policy 3C.23 recognises that developments should always include provision for car parking/car based access for disabled people. Despite improvements to public transport, some disabled people still require the use of private cars. Suitable designated car parking and drop-offs are therefore required. Boroughs should take into account local issues and estimates of local demand in setting appropriate standards and should develop a monitoring and enforcement strategy which includes actions that prevent the misuse of spaces.
- 32 Boroughs should take a flexible approach, but developments should have a least one accessible on or off street car parking bay designated for use by disabled people, even if no general parking is provided. All developments with associated off street car parking should have at least two parking bays for use by disabled people. The appropriate number of bays will depend on the size, location and nature of the development, the existing supply of and demand for on and off street car parking, and the accessibility of the local area. For proposed developments with

only one car parking space, applicants should survey and assess the demand and accessibility of existing facilities to demonstrate where disabled drivers can park in order to easily use the development. The Mayor has published Supplementary Planning Guidance called 'Accessible London', which provides detailed guidance on accessibility for disabled people.

Cycle parking

- 33 Developments should provide for sufficient secure cycle parking and supporting facilities in accordance with PPG 13 and the Transport Strategy. TfL has adopted cycle parking standards for its own schemes and these should form the basis for standards in LDFs. The Mayor will use/apply these standards in considering applications for strategic developments.

Motor cycle parking

- 34 Developments should provide for appropriate secure motorcycle parking in accordance with PPG 13 and the Transport Strategy (Proposal 4G.1 and Paragraphs 4G.25 – 27).

Park and ride

- 35 Park and ride for town centres can have a role in serving catchment areas which are less easily served by public transport. It can also provide additional capacity at peak seasonal times. Park and ride also has a role to play at railway stations, particularly in outer London, in cases where the catchment is not always easily served by walking, cycling or bus. Boroughs should ensure that proposals are compatible with overall transport objectives and in line with TfL's Park and Ride Policies and Assessment Framework, which was published by early 2004 and the Land for Transport Functions SPG.

References

- 1 Parking Standards for retail and leisure and mixed use development in London. SDS Technical Report 12. GLA August 2002