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CHAPTER SIX

LONDON'S TRANSPORT

Parking addendum to chapter 6

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Introduction

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spaces should be provided for each disabled employee and for other disabled people visiting the building

6A.3 The provision of bays should be regularly monitored and reviewed to ensure the level is adequate and that enforcement is effective. Spaces designated for use by disabled people should be located on firm level ground and as close as feasible to the accessible entrance to the building. Further details on parking for disabled people are provided in the [Accessible London SPG](#).

Table 6.2 Car Parking Standards

Table 6.2 Car parking standards

Designated Blue Badge parking bays recommended in BS 8300:2009			
Building Type	Provision from the outset		Future provision
	number of spaces* for each employee who is a disabled motorist	number of spaces* for visiting 4 disabled motorists	number of enlarged standard spaces**
workplaces	one space	5% of the total capacity	a further 5% of the total capacity
shopping, recreation and leisure facilities	one space	6% of the total capacity	a further 4% of the total capacity
railway buildings	one space	5% of the total capacity	a further 5% of the total capacity
religious buildings and crematoria	two spaces or 6% whichever is the greater.		a further 4% of the total capacity
sports facilities	determined according to the usage of the sports facility***		

* Parking spaces designated for use by disabled people should be 2.4m wide by 4.8m long with a zone 1.2m wide provided between designated spaces and at the rear outside the traffic zone, to enable a disabled driver or passenger to get in or out of a vehicle and access the boot safely.

** Enlarged standard spaces 3.6m wide by 6m long that can be adapted to be parking spaces designated for use by disabled people to reflect changes in local population needs and allow for flexibility of provision in the future.

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Parking for residential development

	PTAL 0 to 1		PTAL 2 to 4		PTAL 5 to 6	
Suburban	150–200 hr/ha	Parking provision	150–250 hr/ha	Parking provision	200–350 hr/ha	Parking provision
3.8–4.6 hr/unit	35–55 u/ha	Up to 2 spaces per unit	35–65 u/ha	Up to 1.5 spaces per unit	45–90 u/ha	Up to one space per unit
3.1–3.7 hr/unit	40–65 u/ha		40–80 u/ha		55–115 u/ha	
2.7–3.0 hr/unit	50–75 u/ha		50–95 u/ha		70–130 u/ha	
Urban	150–250 hr/ha		200–450 hr/ha		200–700 hr/ha	
3.8–4.6 hr/unit	35–65 u/ha	Up to 1.5 spaces per unit	45–120 u/ha	Up to 1.5 spaces per unit	45–185 u/ha	Up to one space per unit
3.1–3.7 hr/unit	40–80 u/ha		55–145 u/ha		55–225 u/ha	
2.7–3.0 hr/unit	50–95 u/ha		70–170 u/ha		70–260 u/ha	
Central	150–300 hr/ha		300–650 hr/ha		650–1100 hr/ha	
3.8–4.6 hr/unit	35–80 u/ha	Up to 1.5 spaces per unit	65–170 u/ha	Up to one space per unit	140–290 u/ha	Up to one space per unit
3.1–3.7 hr/unit	40–100 u/ha		80–210 u/ha		175–355 u/ha	
2.7–3.0 hr/unit	50–110 u/hr		100–240 u/ha		215–405 u/ha	

Maximum parking standards

Maximum residential parking standards

	4 or more	3	1-2
number of beds	4 or more	3	1-2
parking spaces	up to 2 per unit	up to 1.5 per unit	less than 1 per unit

Notes:

All developments in areas of good public transport accessibility (in all parts of London) should aim for significantly less than 1 space per unit

Adequate parking spaces for disabled people must be provided preferably on-site^[1]

20 per cent of all spaces must be for electric vehicles with an additional 20 per cent passive provision for electric vehicles in the future.

In outer London areas with low PTAL (generally PTALs 0-1), boroughs should consider higher levels of provision, especially to address 'overspill' parking pressures.

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6A.5 Parking for commercial vehicles should be provided at a maximum standard of one space per 500 sq. m of gross B2 or B8 floorspace. See also SPGs on [Town Centres](#) and [Land for Industry and Transport](#).

6A.6 An appropriate proportion of car parking spaces in commercial developments should be marked out for motor-cycle use.

6A.7 Standards for B2 and B8 employment uses should have regard to the B1 standards although a degree of flexibility maybe required to reflect different trip-generating characteristics

Parking for hotel and leisure uses

6A.8 Although no maximum standards are set for hotels, the following approach should be taken for applications referred to the Mayor. In locations with a PTAL of 4 –6, on-site provision should be limited to operational needs, parking for disabled people and that required for taxis, coaches and deliveries/servicing. In locations with a PTAL of 1–3, provision should be consistent with objectives to reduce congestion and traffic levels and to avoid undermining walking, cycling or public transport.

6A.9 Developments should provide for one coach parking space per 50 rooms for hotels. Leisure, stadia and major exhibition venues should provide appropriate levels of coach parking to suit their individual demand to help reduce congestion and improve visitor safety.

Parking for emergency services facilities

6A.10 Provision for parking at Ambulance, Fire and policing facilities will be assessed on their own merits.

Parking for retail

Maximum standards for retail uses: space per sq m of gross floorspace (GIA)

Use	PTAL 6 and 5	PTAL 4 to 2	PTAL 1
food: up to 500 m ²	75	50-35	30
food: up to 2500 m ²	45-30	30-20	18
food: over 2500 m ²	38-25	25-18	15
non food	60-40	50-30	30

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Unless for disabled people, no additional parking should be provided for use classes A2-A5 in town centre locations.

10 per cent of all spaces must be for electric vehicles with an additional 10 per cent passive provision for electric vehicles in the future.

Parking for employment uses

Non-operational maximum standards for employment B1: spaces per sq m of gross floorspace (GIA)

Location	
Central London (CAZ)	1000 – 1500
Inner London	600 – 1000
Outer London	100 – 600
Outer London locations identified through a DPD where more generous standards should apply (see Policy 6.13)	50 - 100

Note 20 per cent of all spaces must be for electric vehicles with an additional 10 per cent passive provision for electric vehicles in the future.

Cycle Parking

6A.11 Cycle parking provided for staff should be suitable for long stay parking, particularly in terms of location, security and protection from the elements (see The London Cycle Design Standards (TfL 2005).

6A.12 The Mayor has reviewed these cycle parking standards to ensure they support delivery of the significant increase in cycling in London referred to in Policy [6.9](#).

6A.13 Additional cycle parking specifications:

- Short-stay cycle parking should be available for shoppers, customers, messengers and other visitors to a site, and should be convenient and readily accessible. Short-stay cycle parking should have step-free access and be located within 15 metres of the main site entrance, where possible.

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- Staff should always be taken as the full time equivalent, unless otherwise stated.
- The standards are based on gross external floorspace, unless otherwise stated.
- All cycle parking should be consistent with the London Cycling Design Standards, or subsequent revisions.
- It is recommended that supporting facilities are provided at land uses where long stay cyclists require them, i.e. places of employment. Supporting facilities include lockers, showers and changing rooms.
- Where cyclists share surfaces with pedestrians, the safety and accessibility of the environment for disabled and older Londoners should be assured.

Table 6.3 Cycle Parking minimum standards

Land use		Long-stay	Short-stay
A 1	food retail	from a threshold of 100 sqm: 1 space per 175 sqm	from a threshold of 100 sqm: first 750 sqm: 1 space per 40 sqm thereafter: 1 space per 300 sqm
	non-food retail	from a threshold of 100 sqm: first 1000 sqm: 1 space per 250 sqm thereafter: 1 space per 1000 sqm	from a threshold of 100 sqm: first 1000 sqm: 1 space per 125 sqm thereafter: 1 space per 1000 sqm
A 2 - A 5	financial / professional services	from a threshold of 100 sqm: 1 space per 175 sqm	from a threshold of 100 sqm: 1 space per 40 sqm
	cafes & restaurants		
	drinking establishments		
	take-aways		
B 1	business offices	inner/ central London: 1 space per 90 sqm outer London: 1 space per 150 sqm	first 5,000 sqm: 1 space per 500 sqm thereafter: 1 space per 5,000 sqm
B 1	light industry and research and development	1 space per 250 sqm	1 space per 1000 sqm

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C 2	hospitals	1 space per 5 staff	1 space per 30 staff
C 2	care homes / secure accommodation	1 space per 5 staff	1 space per 20 bedrooms
C 2	student accommodation	1 space per 2 beds	1 space per 40 beds
C 3 - C 4	dwellings (all)	1 space per studio and 1 bedroom unit 2 spaces per all other dwellings	1 space per 40 units
D 1	nurseries/schools (primary and secondary)	1 space per 8 staff + 1 space per 8 students	1 space per 100 students
	universities and colleges	1 space per 4 staff + 1 space per 20 FTE students	1 space per 7 FTE students
	health centre, including dentists	1 space per 5 staff	1 space per 3 staff
	other (e.g. library, church, etc.)	1 space per 8 staff	1 space per 100 sqm
D 2	other (e.g. cinema, bingo, etc.)	1 space per 8 staff	1 per 30 seats
	sports (e.g. sports hall, swimming, gymnasium, etc.)	1 space per 8 staff	1 space per 100 sqm
Sui generis		as per most relevant other standard e.g. casino and theatre = d2	
Stations		to be considered on a case-by-case basis through liaison with tfl	

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^[1] Mayor of London. Housing Supplementary Planning Guidance. GLA, 2012. Mayor of London. Accessible London. Supplementary Planning Guidance. GLA, 2014.

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