

Draft Transport and Streets Supplementary Planning Document February 2015 - Adopted

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3. Parking policy and standards

National Planning Policy Framework basis:

Paragraph 29 states that *“transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport*

modes, giving people a real choice about how they travel”.

Paragraph 30 states that *“encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport”.*

Paragraph 39 states that when *“setting local parking standards for residential and non-residential development, local planning authorities should take into account:*

- ▶ *the accessibility of the development;*
- ▶ *the type, mix and use of development;*
- ▶ *the availability of and opportunities for public transport;*
- ▶ *local car ownership levels; and*
- ▶ *an overall need to reduce the use of high-emission vehicles”.*

Local Plan policy basis:

Core Strategy policy CT1(b) requires *“it to be demonstrated that development will not result in any material increase in traffic congestion...”*

Policy CT1(d) requires *“car parking provided in new residential development to be at or below the adopted car parking standards.”*

Policy CT1(e) requires that *“parking in non-residential development is for essential need only.”*

Policy CT1(f) requires *“cycle parking... in new development.”*

Policy CT1(l) is to *“resist new public car parks.”*

3.1 Car parking levels

3.1.1 Generally, the provision of a large number of parking spaces in a development will result in a larger number of car trips in the peak hours in comparison to developments with more limited parking. Car journeys use more natural resources, contribute more to traffic congestion and are more polluting than equivalent journeys on public transport, by foot or on a bicycle. The whole borough has been designated an Air Quality Management Area and in many areas, such as around the Earl's Court One Way System, air pollution levels exceed government-set air quality objective levels.

Traffic congestion is also a problem in some parts of the borough and increasing road capacity to accommodate the demand generated by new developments can exacerbate these problems as well as increasing dependence on the car. In response to these challenges, and acknowledging the fact that access to public transport is generally good across the borough, the Council, as part of this document, adopts maximum car parking standards that seek to minimise car ownership and use. These standards are set in **Table 3.1**.

Table 3.1 Maximum car parking standards

Flats of 2 bedrooms or below

All scales of development: 0.5 per dwelling

Houses of any size or flats of 3 bedrooms or above

First three dwellings: 1 per dwelling

Each subsequent dwelling: 0.5 per dwelling

Sheltered housing

All scales of development: 0.3 per dwelling

A and B class development

All scales of development: 1 space per 1500m²

C1

All scales of development: 1 space per 40 bedrooms

Hostels, C2, D1, D2

Essential need only

3.1.2 The standards set out above will be applied separately to private and affordable tenures. Each tenure must independently accord with the maximum standard.

3.1.3 Essential need is defined as:

- ▶ servicing vehicles essential for a site to function in its designated role, including both goods and non-goods vehicles, depending on the land use;
- ▶ site-based delivery and service vehicles;
- ▶ car parking facilities for those with Blue or Purple Badges who cannot realistically use alternative (public) forms of transport, generally those with special mobility needs.

3.1.4 The standards for residential car parking broadly reflect existing car ownership patterns in the borough and the fact that smaller dwellings will generally have lower car ownership, whilst in developments with a larger

number of dwellings, parking demand can be met with fewer spaces. The standards allow for single family dwellings to have an off-street parking space where such parking is acceptable on other grounds.

3.1.5 Where car parking is provided for commercial developments at least two spaces, or ten per cent, whichever is the greater, must be provided for Blue or Purple Badge holders. In residential developments at least one space, or ten per cent, whichever is the greater, must be provided for Blue or Purple Badge holders (see **Paragraph 3.2.2**).

3.1.6 Due to the congestion in the borough, Blue Badge holders are only permitted to park in certain 'Blue Badge Bays' which are listed on the RBKC [website](#). The Council's Purple Badge Scheme allows residents to park in any on-street resident parking bay and in any pay and display bay (for free) as long as there is no parking suspension in force. Restrictions apply at certain locations which can be found on the RBKC [website](#).

Car parking for affordable housing

3.1.7 Where development includes both affordable and market units, and where parking is to be provided, the parking should be allocated equitably between market and affordable units. If the level of parking proposed for affordable units is less than that proposed for market units the Council will expect the disparity to be fully justified. The justification should include reference to the views of Registered Social Landlords and the demand for parking of future residents.

3.1.8 The Council recognises that residents in social housing for rent do not have the same degree of choice over where they live as those in market units and other types of affordable housing. Where social housing for rent units are proposed with zero parking the residents may not be able to choose to live elsewhere and therefore could be unfairly disadvantaged. For this reason limited parking may be required for such housing. Some very limited parking space should be provided for essential parking in connection with emergency health access for supported housing units.

Electric charging points

3.1.9 Due to the Air Quality problems set out in **Paragraph 3.1.1**, electric charging points will be required at a higher level than in the Mayor's London Plan and at least 40 per cent of car parking spaces provided within new developments should be equipped with electric charging points.

3.2 Car parking design and layout

Dimensions for garages and hard standings

3.2.1 Garages need to allow not only for the width of the car, but also near-side clearance, the opening of the car doors and to accommodate a full range of car sizes. Therefore, single garages and hardstands must have a minimum length of 5m to ensure that the entire vehicle can be accommodated and not overhang the footway. Garages must have a minimum width of 2.7m. All parking must be independently accessible.

Dimensions and standards for off-street car parks

3.2.2 The following minimum car parking space design standards apply to off-street car parks:

- ▶ bay width should be at least 2.4m x 4.8m
- ▶ bay width for parking bays reserved for disabled people should be at least 3.6m x 4.8m
- ▶ ramp gradient should be no steeper than 1 in 10, or 1 in 7 for smaller residential developments
- ▶ Gradients of 1 in 20 or more are required for the first 5m back from the back edge of the public highway. If 1 in 7 gradients are used, then 1 in 10 transition gradients for a minimum of 2m are required

- ▶ aisle width should be at least 6m. If the parking spaces are angled (sometimes called 'echelon' parking) the aisle width can be narrower as less manoeuvring space is required. Drawings showing the swept paths of the largest vehicles assumed to use the car park will be required to demonstrate the car park will operate satisfactorily
- ▶ carriageway access width should be a minimum of 3m (one-way) or 5.1m (16.7ft) for a residential car park, and 4.8m (one-way) or 5.7m (two-way) for a commercial car park
- ▶ disabled parking bays should be located close to lift cores
- ▶ where more than 10 bays are provided, signal control of the access/egress may be required. Where more than 40 bays are provided a two way access will be required and a car lift is unlikely to be acceptable
- ▶ headroom should be a minimum of 2.3m for cars, at least 2.6m for larger delivery vans and 5m for refuse lorries
- ▶ gates and barriers on vehicles accesses should be positioned at least 5m from the back edge of the footway
- ▶ access ramps and manoeuvring areas should be able to accommodate the largest vehicles that are likely to require regular access.
- ▶ Basement car parks that will carry traffic above should be designed to accommodate the weight of all vehicle types.

3.3 Car stackers and lifts

3.3.1 Car stackers and lifts are frequently suggested as a means of maximising the space available for off-street car parking. The Council accepts the principle of stackers in new developments. However, developers should consider the following points:

- ▶ where the stacker is accessed directly from the highway, then each parking space within the stacker must be independently accessible
- ▶ where a stacker is accessed within an off-street car park, and the spaces are not independently accessible, there must be adequate circulation space to allow vehicles to wait without blocking the free flow of traffic either within the car park or on the highway
- ▶ the Council may impose a condition relating to the maintenance of the stacker on the grant of any planning permission.

3.3.2 Car stackers or lifts that require vehicles to be manoeuvred on the highway or are likely to result in vehicles queuing on the highway will not be acceptable.

3.4 Cycle parking levels

3.4.1 Cycling is a sustainable method of transport and the Council's policies seek to ensure that cyclists are provided for in new development. The Council's minimum cycle parking standards are set in **Table 3.2**, below. These reflect those contained within the Further Alterations to the London Plan (2014).

Table 3.2 Minimum cycle parking standards

Houses or flats with one bedroom or studios

All scales of development: 1 space per dwelling

Houses or flats with two or more bedrooms

All scales of development: 2 spaces per dwelling

Visitor parking in residential development

1 space per 40 dwellings

Sheltered housing / care homes

1 space per 20 residents and

1 space per 5 staff but

sufficient additional space must be set aside to allow the standards for C3 to be met in the case of future conversions. For sheltered accommodation / care home uses this additional space can be used for mobility scooters and general storage.

Student accommodation

1 space for every 2 beds for residents and

1 space for every 40 beds for visitors

A class development, B2, B8

Please refer to [Table 6.3 of the Further Alterations to the London Plan](#)

B1

1 space per 90m² for staff use with additional short term provision

for visitors as per [Table 6.3 of the Further Alterations to the London Plan](#)

C1

1 space per 20 beds for staff and 1 space per 50 beds for visitors and guests

C2

1 space per 5 staff with parking for visitors and residents assessed on its merits

D1

Nurseries / schools: 1 space per 8 staff and 1 per 8 students

Higher education: Please refer to [Table 6.3 of the Further Alterations to the London Plan](#)

Other, including hospitals: Please refer to [Table 6.3 of the Further Alterations to the London Plan](#)

D2

Sports halls, gyms etc: Please refer to [Table 6.3 of the Further Alterations to the London Plan](#)

Assembly (cinema, bingo etc): Please refer to [Table 6.3 of the Further Alterations to the London Plan](#)

Sui generis

All: As per most relevant above standard

3.5 Cycle parking design and layout

Basic cycle parking requirements

3.5.1 Cycle parking stands or spaces provided within developments, whether inside or outside, should be located in areas that are accessible, convenient and within areas of natural surveillance so that they are attractive to use and so that users feel secure accessing it. The basic requirements of cycle parking are that:

- ▶ it provides security against theft and gives confidence to users that their cycle is secure;
- ▶ it does not pose a hazard to pedestrians (especially those who have visual impairments) if located outside, and does not impede pedestrian desire lines;
- ▶ it supports cycles without damaging them;
- ▶ it is sheltered from the elements; and
- ▶ it is convenient to use for all, which means parking should be available that does not require cycles to be lifted or dragged.

3.5.2 When access to cycle parking is via a lift there should be sufficient space within the lift to wheel a bicycle in without having to raise the bicycle up. Cycle parking for staff should be undercover and secure.

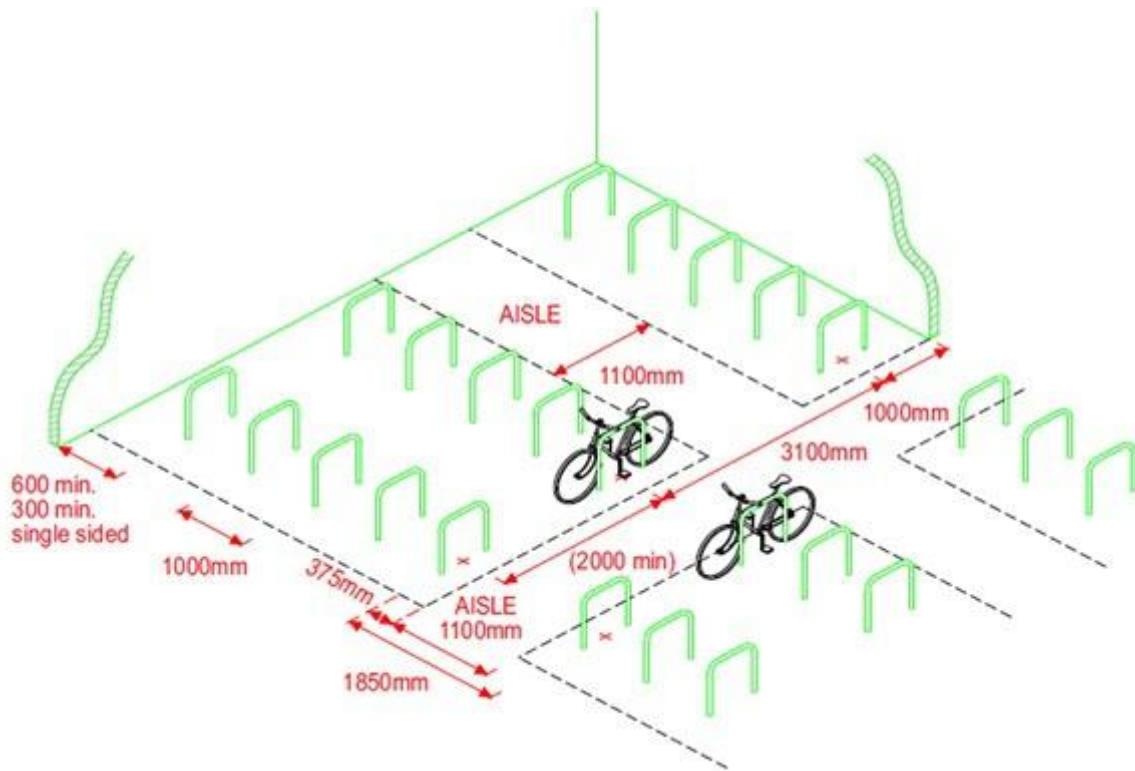
What type of cycle parking should be provided?

3.5.3 Although there are several types of cycle parking stands, the Sheffield stand is the most appropriate as it is easy to use, does not damage cycles, allows both wheels and the frame to be secured and is low maintenance. Alternative types of cycle parking to the Sheffield stand may be acceptable if manufacturers' details are supplied to the Transport Development Management Team, and if the design meets the basic requirements set out above. Where alternative types of parking are proposed the Council may require a proportion of the parking to be provided via Sheffield stands to ensure the parking remains attractive to all users. The applicant should consult the Transport Development Management Team at the earliest opportunity to discuss alternative designs.

Cycle parking layout

3.5.4 Parked cycles will have a footprint of 2m by 1m when attached to a Sheffield stand. Accordingly a minimum gap of 1m must be provided between two parallel Sheffield stands, at least 600mm between stands and surrounding walls and at least 2m between two banks of stands. Aisles should be provided between every two rows of Sheffield stands and must be at least 1.1m wide.

Illustrative cycle parking layout



Source: Cambridge City Council / Transport Initiatives

Visitor cycle parking

3.5.5 Visitors cycle parking should be provided within the development site. However, where this is not possible, contributions will be secured for alternative on-street cycle parking. Such parking may be provided on the carriageway in place of car parking.

Changing rooms and showers

3.5.6 Changing rooms and showers should be provided in non-residential developments.

Cycle parking for large developments

3.5.7 Where large developments require substantial provision of cycle parking, this should be split into suitable, smaller areas to increase accessibility and security for users. Distinct cycle parking facilities should be provided for each land use.

3.6 Car club

3.6.1 The borough has an extensive on-street network of car club bays. For large developments a contribution to new bays or the provision of publicly accessible new bays within the development itself may be required. As set out in **Chapter 2**, where Travel Plans are required the Council will expect car club membership to be offered to new residents in order to encourage sustainable travel patterns.

3.7 The London Cycle Hire Scheme

3.7.1 The borough has an extensive on-street network of Cycle Hire docking stations between the Westway and the Thames. The Council wishes to see the scheme extended to all parts of the borough as part of any future expansion of the scheme. For large developments a contribution to new or extended docking stations or the provision of new docking stations within the development itself may be required to meet additional demand, particularly in those areas of the borough where the scheme does not currently extend. TfL is likely to seek such contributions. As set out in **Chapter 2**, where Travel Plans are required the Council may seek Cycle Hire scheme membership for new residents in order to encourage sustainable travel patterns.

3.8 Public Car Parks

3.8.1 The provision of new public car parks for the use of residents will be resisted in order to avoid traffic congestion and in order to encourage the use of more sustainable modes of travel. The Council believes that the most sustainable way to address the problems of on-street car parking pressure is to reduce parking demand rather than to increase supply. Therefore the Council will not support new development that seeks to provide additional parking for existing residents.

3.8.2 New non-residential public car parks will not be permitted due to the additional traffic they generate.

3.9 Motorcycle parking standards

3.9.1 Motorcycle use is increasing in London and with it an increased demand for motorcycle parking. If motorcycle parking is not available, the result can be inconsiderate parking of motorcycles on-street, which creates potential hazards to other road users, particularly pedestrians. The Council therefore requires motorcycle parking in developments that require a Transport Assessment or where car parking is provided (see **Chapter 2**).

3.9.2 At least four spaces should be provided or at least ten percent of the total provision of car parking or one space per 600m² (6,458ft²) in non-residential developments, whichever is the greater.

3.10 Links and further advice

3.10.1 The Transport Development Management Team can provide advice on cycle and car parking and how the guidance set out in this chapter should be applied. Crossovers and accesses are covered in **Chapter 5**.

3.10.2 For more information on car club in the borough visit the [Council's website](#). For more general information on car clubs visit [Carplus](#).

3.10.3 For more information on the London Cycle Hire Scheme visit [TfL's website](#).

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