

# **Review of Car and Cycle Parking Standards 2011**

# A Review of Car and Cycle Parking Standards for Tower Hamlets Council's Managing Development DPD

## Introduction

*This paper sets out a series of options for reviewing the car and cycle parking standards which are applied to new developments in the borough. This review follows commitment made in the Council's Local Implementation Plan (LIP2) to review the appropriateness of parking standards in light of the issues set out in this paper. The Tower Hamlets Transport Planning Strategy has also recommended that the Council adopt more robust parking standards as a matter of priority. The analysis in this paper will inform new standards to be included in the emerging Managing Development DPD.*

*Part 1 addresses some of the issues in the borough associated with car use which will worsen as car use increases in the borough. The second part looks at four options and evaluates each option in terms of their potential to reduce the overall additional car parking spaces over the life of the Core Strategy to 2025. Part 3 considers amendments to the current cycle parking standards in the light of the new London Plan and evolving sustainable transport agenda.*

## **The issues**

- 1.1 Of all the 33 London boroughs, Tower Hamlets will see the most significant increase in population and jobs over the next 20 years. The existing population of 230,000 will increase by 51% to 342,000 and the existing 206,000 jobs will increase by 46% to 301,000. The Borough will accommodate about 9% of London's population growth and about 12% of London's jobs growth.
- 1.2 The borough sits on the City fringe, accommodates Canary Wharf and is on the edge of the London 2012 Olympic park. It is also at the western end of the Thames Gateway, a major 'growth area' as designated by the London Plan.
- 1.3 Tower Hamlets' strategic location means that transport improvements in Tower Hamlets are essential to ensure that the growth of east London and the Thames Gateway continues.
- 1.4 Without sufficient parking restraint this level of development is certain to contribute to **increased congestion** and local air pollution which will have a detrimental impact on **air quality**. The Council has a duty for ensuring that this significant level of growth is sustainable and does not have a detrimental impact on those who live and work in the borough.
- 1.5 The Council recognises that some families require access to a car. At present, where parking is provided in new developments there is

no mechanism to ensure **equitable distribution** of spaces across different household tenures for family sized units.

- 1.6 Provision of car parking can **use up valuable land** that otherwise could be used for more housing in the borough, impairing the Council's ability to meet its housing targets and reduce overcrowding.

### Traffic congestion

- 1.7 Traffic congestion is a key issue for residents with 13% of residents citing this as one of their top three concerns within Tower Hamlets (Tower Hamlets Annual Residents Survey 2010/11).
- 1.8 Tower Hamlets has a number of key strategic roads which are severely congested in the peak hours. These roads form an important link between City and the East as well as linking South London through the borough's three river crossings.
- 1.9 In January 2011 the Council commissioned consultants JMP to carry out a Transport Assessment and connections study for the emerging Marsh Wall East Masterplan. The study found that due to the cumulative impact of a number of consented schemes in and around the Isle of Dogs, many of the key junctions were at or above capacity. The junctions of key concern included Preston's Road/Aspen Way roundabout, the Marsh Wall/Prestons Road roundabout and Marshwall/Limeharbour junction.

**Table 1: Junction assessment of key junctions on the Isle of Dogs**

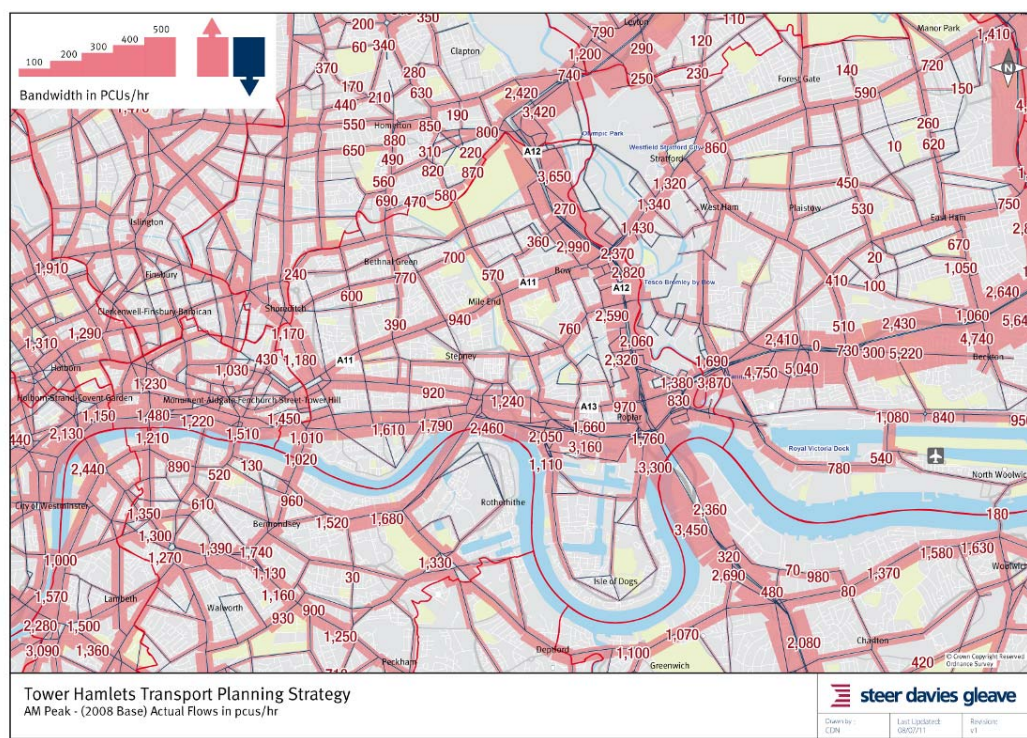
Junction Name (Software/Package)	AM Peak Spare Capacity			PM Peak Spare Capacity		
	2011	2016	2026	2011	2016	2026
Preston's Road/ Aspen Way Roundabout (TRANSYT)	●	●	●	●	●	●
Preston's Road/ Aspen Way Roundabout (VISSIM)	●	●	●	●	●	●
Marsh Wall/ South Quay/ Preston's Road Roundabout (ARCADY)	●	●	●	●	●	●
Marsh Wall/ Westferry Road Roundabout (ARCADY)	●	●	●	●	●	●
Marsh Wall/ South Quay/ Milharbour Signalised T-junction (LinSig)	●	●	●	●	●	●
Marsh Wall/ South Quay/ Limeharbour Priority T-junction (PICADY)	●	●	●	●	●	●

*JMP (TRANSYT, ARCADY, LinSig, PICADY, March 2011)*

- 1.10 The Tower Hamlets Transport Planning Strategy was commissioned to assess transport within the context of the growth in homes and jobs in Tower Hamlets over the next 20 years. Detailed analysis of the TfL Sub regional transport model for east London found a 50% increase in vehicle trips resulting from the growth anticipated over the lifetime of the Core Strategy over the next 15 years.
- 1.11 The highest flows are along the A12 and A13, with over 3,400 passenger car units (PCUs) per hour on the A12 northbound

through the Blackwall Tunnel in the AM peak and over 5,000 PCUs per hour westbound on the A13 at the approach of the A12 junction near Canning Town.

**Map 1: Existing traffic flows in Tower Hamlets**

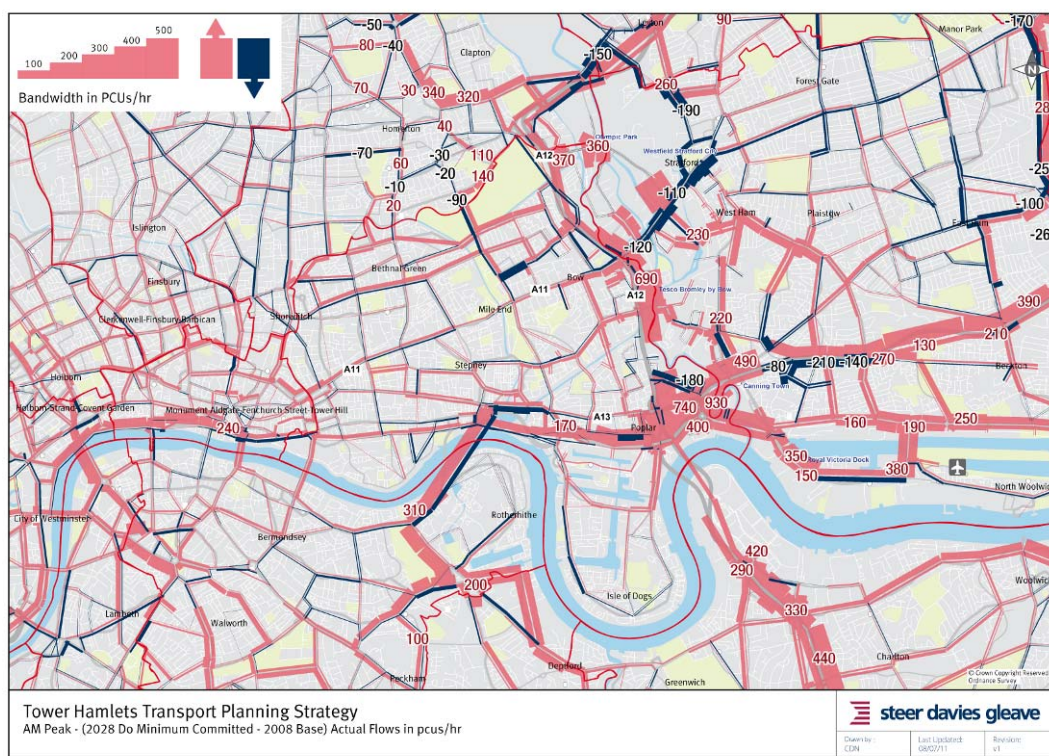


1.12 Other heavily trafficked roads in the area include the A11 Stratford High Street and the Inner Ring Road via Aldgate and Tower Bridge, in the far west of the borough. Congestion and traffic delay is worst surrounding all three river crossings - Tower Bridge, Rotherhithe Tunnel and Blackwall Tunnel due to the high demand for crossing the river. In the AM peak, the peak directional flow is northbound across the river and there are queues on the south side of the river. Another key area with significant delay is the City Fringe, which includes the highway network in Bethnal Green, Whitechapel and Stepney Green. Delay is severe in and around the Monument / Aldgate / Fenchurch Street / Tower Hill area.

1.13 Map 2 shows the additional flows of vehicles anticipated up to 2028. Much of this growth is located in the eastern part of the borough, where the majority of new development is expected.



**Map 2: Additional vehicles up to 2028**



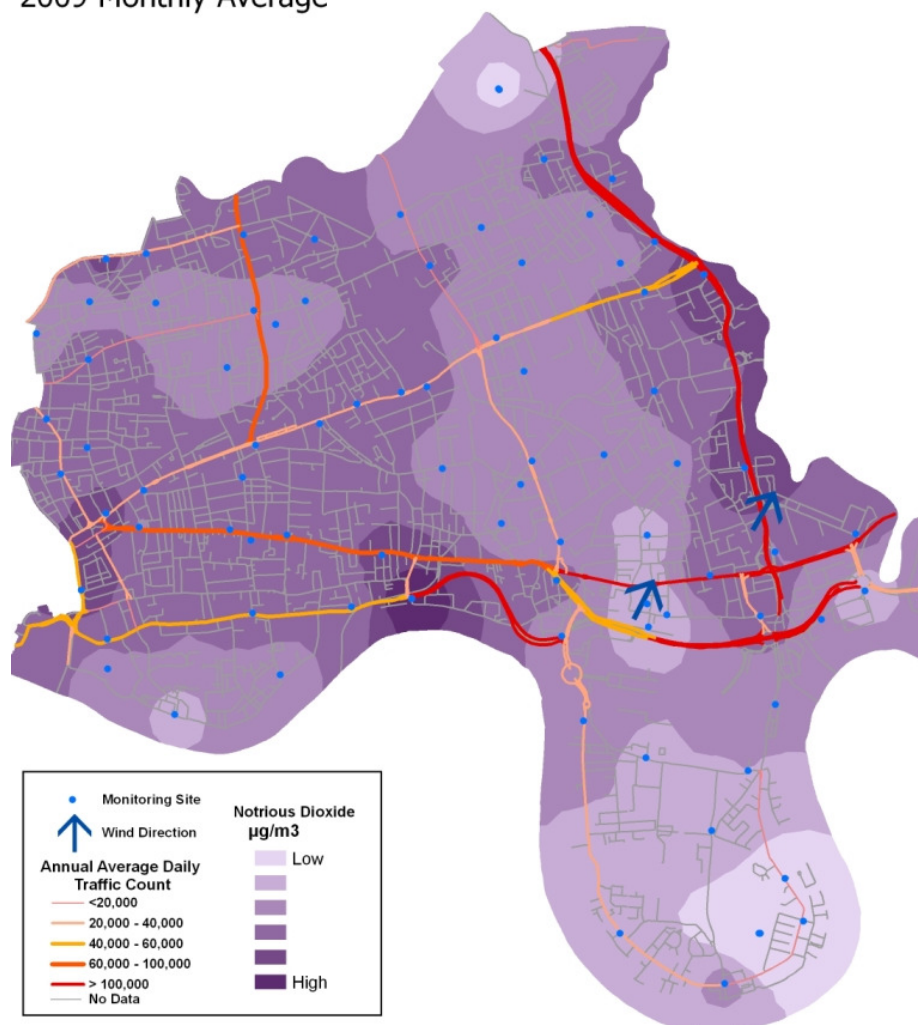
- 1.14 Additional vehicles would severely worsen traffic levels in the borough and spread traffic onto the borough's local roads.
- 1.15 The Council also has a duty to ensure as far as possible that the road network operates efficiently for emergency services, delivery and servicing journeys, disabled drivers and others and those who rely on bus services across the borough. Adding to further congestion would negatively impact these road users.

### Air quality

- 1.16 In December 2000, an Air Quality Management Area (AQMA) was established by Tower Hamlets Council to cover the entire borough. This means that the air quality in Tower Hamlets is monitored to identify the levels of harmful pollution with road traffic identified as the largest source of air pollution in the borough.
- 1.17 Traffic reduction is a key way of reducing the levels of emissions in the borough, particularly the main pollutants of concern - nitrogen dioxide (NO<sub>2</sub>) and fine particulates (PM<sub>10</sub>). Recent monitoring of NO<sub>2</sub> and PM<sub>10</sub> in the borough confirms that the Government's air quality improvement objectives are still being exceeded at locations throughout the borough. The monitoring report can be found at: [http://www.towerhamlets.gov.uk/lgs/401-450/413\\_air\\_quality/reports.aspx](http://www.towerhamlets.gov.uk/lgs/401-450/413_air_quality/reports.aspx).

### Map 3: Annual average emissions of NO2 across Tower Hamlets - 2009

2009 Monthly Average



1.18 The Council recognises that poor air quality is harmful to health and affects the quality of life for all those who live and work in the borough. Improving air quality and the health of residents is vitally important for the sustainable growth of the borough. Thousands of additional vehicles from new developments would worsen air quality in the borough.

### Equity

1.19 Tower Hamlets Council recognises the need of some families, from across all housing tenures, to have access to a private vehicle. The existing standards make no provision for spaces to be allocated to a particular dwelling size or tenure, resulting in a sub-optimal allocation of spaces to affordable family sized unit in developments where on-site car parking is provided.

### Land Take

- 1.20 If parking spaces continue to be provided at current rates, this is likely result in land given to car parking that could have otherwise been used to locate new housing reducing, the numbers of homes the borough can deliver.
- 1.21 Furthermore, solutions to accommodate both uses on the same site, such as basement parking, add significant costs to housing developments thus compromising the borough's ability to deliver affordable housing.

### The effectiveness of existing standards

#### Residential:

- 1.22 Looking at the selected residential schemes in and around the Isle of Dogs shown in Table 2, it is clear that developments providing parking levels which are well *below* the current maximum standards (0.5 spaces / unit) still contribute to a significant increase in the amount of vehicles in the borough.
- 1.23 High density development enabled through good public transport access means low parking ratios still result in high absolute levels of additional parking.

**Table 2: Residential schemes and associated car parking provision**

<b>Scheme</b>	<b>Residential units</b>	<b>Residential Parking Spaces</b>	<b>Percentage of parking spaces to units</b>
Wood Wharf	1668	443	0.30
Trafalgar Way	397	60	0.15
Blackwall Reach	1600	340	0.21
Crossharbour (ASDA)	1000	200	0.20
Cuba Street	429	143	0.33
London Arena	1150	556	0.48
Indecon Court	490	182	0.37
1 Millharbour	550	240	0.44
Angel House	302	40	0.13
22 Marshwall	644	190	0.30
Poplar Business Park	312	87	0.28
Yabsley car park	141	49	0.35
Lanterns Court	651	271	0.42
New Providence Wharf	484	202	0.42
Leamouth	1726	629	0.36
<b>Total</b>	<b>11376</b>	<b>3632</b>	<b>0.30</b>

- 1.24 The residential schemes in Table 2 provide parking at an average ratio of 0.3 and result in 3632 additional parking spaces across the borough.

## Commercial:

- 1.25 Destination based commuter trips are a significant contributor to the high levels of congestion and poor air quality in the borough. Table 3 includes an analysis of office parking provision for a number of selected schemes in the past 10 years.

**Table 3: Committed office schemes and associated car parking provision**

<b>Scheme</b>	<b>Office space</b>	<b>Office parking</b>
Wood Wharf	460,484	270
Poplar Business Park	5,717	17
1 Park Place	111,700	42
Riverside south	341,942	140
Arrowhead Quay	79,244	48
Fidelity, 2 Millharbour	93,000	85
Columbus Tower	30,085	75
Churchill Place	80,530	8
<b>Total</b>	<b>1,202,702</b>	<b>685</b>

- 1.26 Much of this office based parking is located in and around Canary Wharf where:

- Most of the traffic generated from these parking spaces will impact on the Aspen Way/Prestons Road Roundabout which is at capacity. Additional parking will exacerbate the associated problems congestion and journey time delay.
- There is some of the highest concentrations of nitrogen dioxide (NO<sub>2</sub>) and fine particulates (PM<sub>10</sub>) in the borough.
- The area will benefit from significant transport investment with Crossrail and Jubilee upgrades.

## Policy Implications

- 1.27 If additional parking continues to be permitted at current standards rate, it is certain to have a significant impact on the Council's ability to deliver on key Core Strategy objectives SO10, SO19 and SO24. It will also compromise the Local Implementation Plan (LIP2) target for 85% of all trips to be made by non-car modes by 2025/26.
- 1.28 The Transport Planning Strategy has recommended that more robust, area based parking standards for new developments should be introduced as a matter of priority.



1.29 The Council also must have regard to Mayor of London policy. An important priority for the Mayor's Transport Strategy is improving the flow of London's traffic in partnership with other authorities.

## 2 The Options for revised parking standards

- 2.1 Given the issues arising from traffic growth and air quality in the borough over the next 15 years, consideration must be given to addressing the level of additional parking provided from new development. It is clear that to meet the key objectives from the Core Strategy of 'creating healthy and liveable neighbourhoods' and 'Designing a high quality city' we must address the potential increase of over 21,000 parking spaces resulting from the growth expected in the borough (See Table 8).
- 2.2 However, any policy change must be mindful of the need to balance the transport needs of all sections of the community and ensure that access to high quality transport is available to all.
- 2.3 Appendix 1 sets out the current parking standards for all land uses as shown in the Council's Interim Planning Guidance. This paper identifies residential (C3) and office (B1) as land uses which need to be addressed in terms of the parking standards. These land uses are considered to have the greatest impact of traffic growth in the borough over the next 15 years. It is proposed that standards for other land uses, disabled parking and servicing and operational parking remain unchanged.

### Residential parking standards

- 2.4 Four options have been developed in this review of residential parking standards. All of the options have considered parking for 3 bedrooms plus family units and smaller 2 bedroom or fewer units separately. The Options have been assessed against their impact on addressing the 4 key issues set out in Section 1.

#### ***Option 1: Boroughwide reduction to 0.2***

- 2.5 This option proposes to retain the application of uniform standards across the borough - as is currently the case when applying the existing IPG standards - but for the ratios to be reduced. It is proposed that a ratio of 0.2 is applied to residential units of all sizes. This ratio reflects a step down from the average level of parking calculated (0.3) from parking provided at recent major developments in the borough (see Table 2). The parking standards for this option are:

**Table 4: Proposed standard for Option 1**

Zone	Less than 3 bedroom unit	3 bedroom plus units
London Plan	Less than 1	1-2
Current LBTH IDP standard	0.5	0.5
New borough wide standard	0.2	0.2

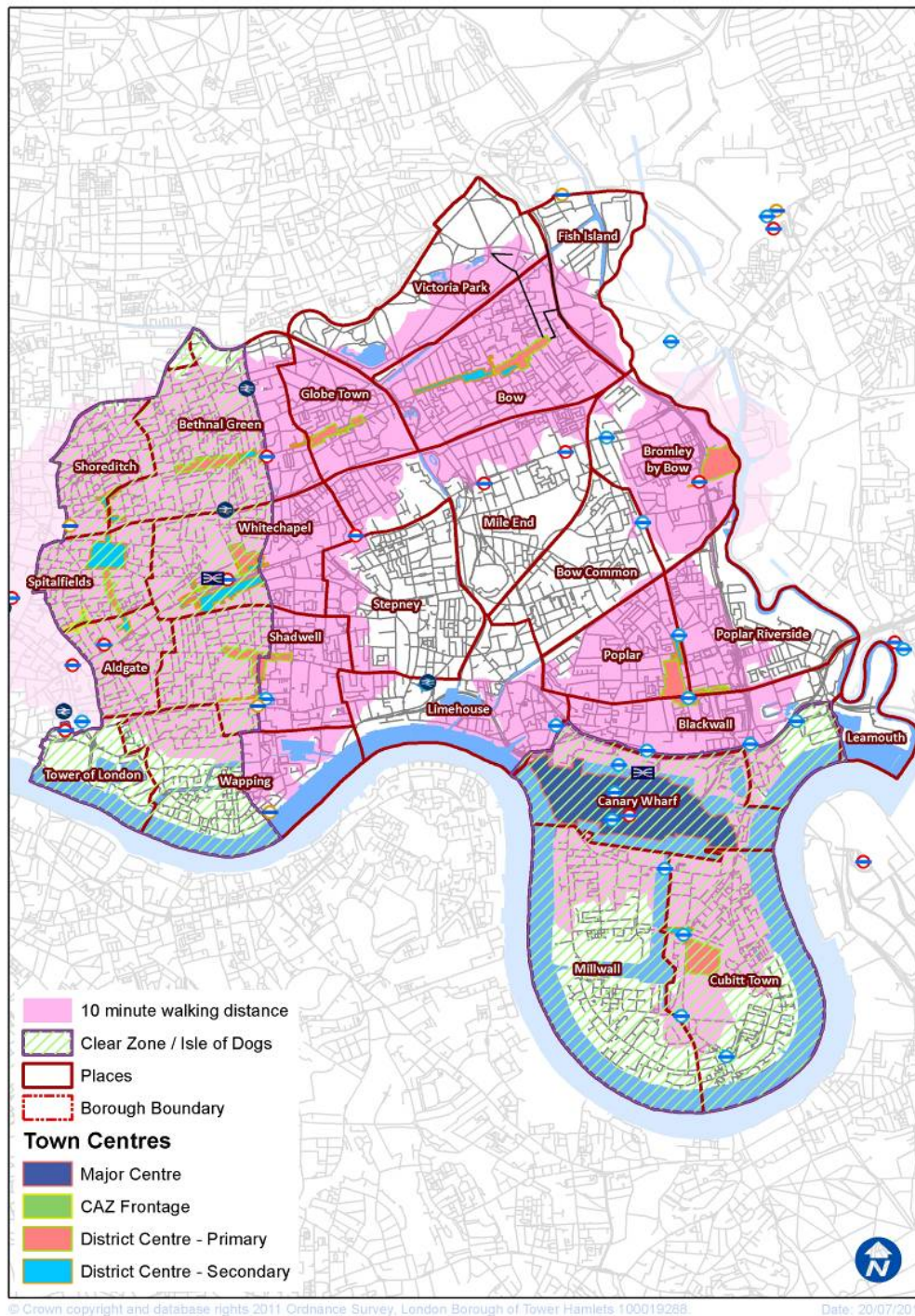
### **Option 2: Town centre based standards**

- 2.6 This option looks at applying standards based on the ten minute walking distance from a town centre. This option also identifies the Clear Zone and Isle Dogs as areas where parking should also be restricted to no additional parking spaces due to the combination of high levels of congestion, poor air quality and high public transport accessibility.
- 2.7 The option takes a graded approach that ensures all standards are within the Council's existing maximum residential level of 0.5 spaces/unit. Therefore, the highest level is 0.5, reflecting the proximity to the borough's town centres and the requirements of family housing. The parking standards for this option are:

**Table 5: Proposed standard for Option 2**

<b>Zone</b>	<b>Less than 3 bedroom unit</b>	<b>3 bedroom plus units</b>
London Plan	Less than 1	1-2
Current LBTH IDP standard	0.5	0.5
Clear Zone	0	0
Isle of Dogs	0	0
Within 10 minutes walk of a Town Centre (800 metres)	0	0
Rest of borough	0.3	0.5

**Map 4: Option 2: Town centre based standards**



**Option 3: Standards based on public transport accessibility level (PTAL)**

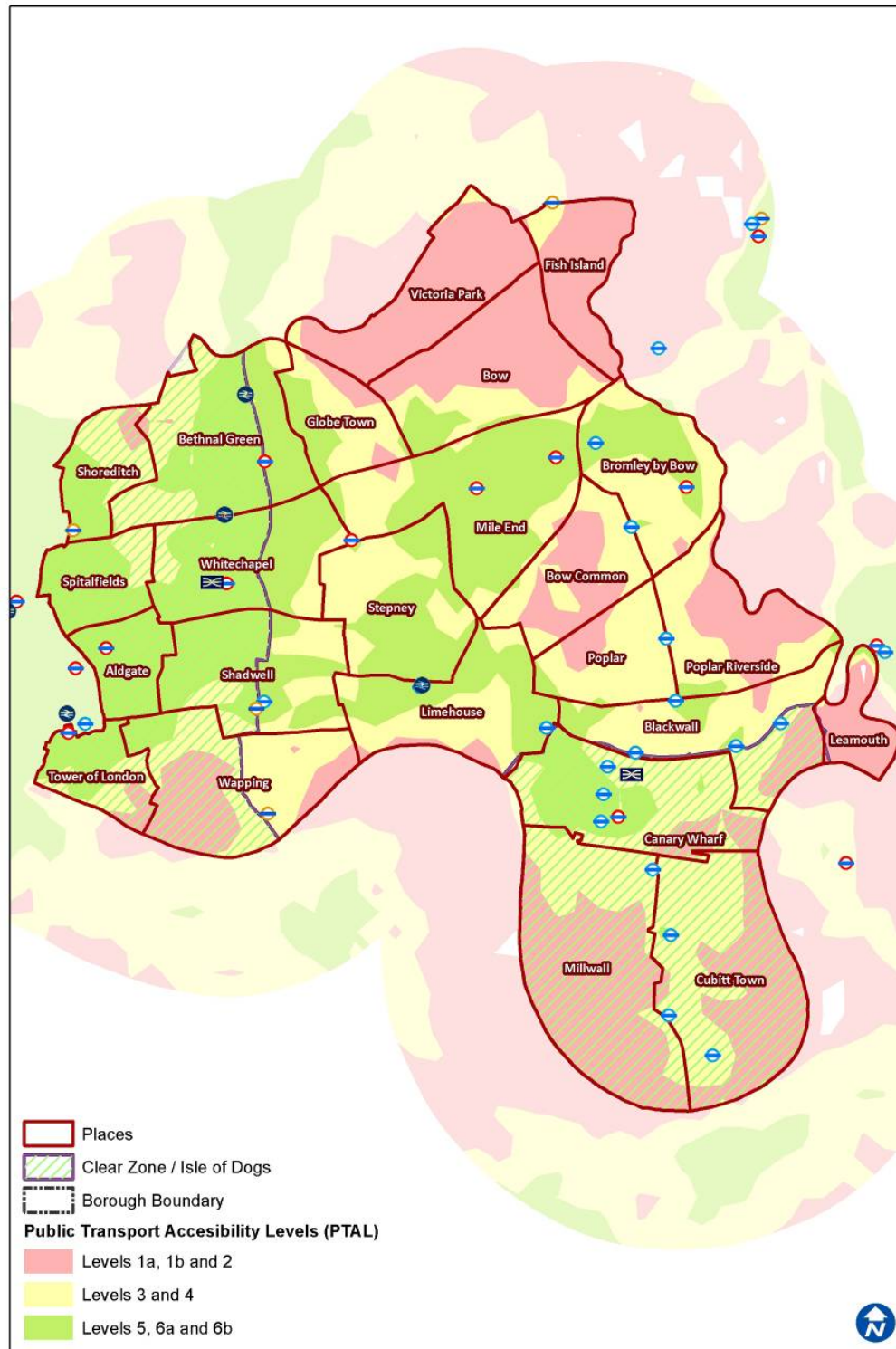
- 2.8 This option proposes an application of standards based on the public transport accessibility level (PTAL) of the development's location. PTAL bands range from 1 (Poor) to 6b (Excellent). Map 5 shows PTAL levels in the borough banded into the three categories of PTAL 1 and 2, PTAL 3 and 4 and PTAL 5-6b.
- 2.9 The option takes a graded approach that ensures all standards are within the Council's existing maximum residential level of 0.5 spaces/unit. Therefore, the highest level is 0.5, reflecting low public transport accessibility and the requirements of family housing.
- 2.10 Given the significant level of congestion and poor air quality in the Clear Zone and Isle of Dogs parts of the borough it is proposed that a standard of 0 residential car parking be applied to these areas. This is supported by the excellent level of public transport accessibility in these areas. The standards for this option are:

**Table 6: Proposed standard for Option 3**

<b>Zone</b>	<b>Less than 3 bedroom unit</b>	<b>3 bedroom plus units</b>
London Plan	Less than 1	1-2
Current LBTH IDP standard	0.5	0.5
Clear Zone	0	0
Isle of Dogs	0	0
PTAL 5-6b	0	0
PTAL 3&4	0.2	0.3
PTAL 1&2	0.4	0.5



**Map 5: Option 3: Grouped PTAL bands**



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**Option 4: Standards based on public transport accessibility level (PTAL) with an additional provision for family homes**

2.11 As with option 3 this option would also apply car parking standards using PTAL levels. However, a 0.1 ratio has been added for 3 bed plus units where the standard was 0 in option 3, again recognising the need for some provision for parking for family units across the borough. The standards for this option are shown in Table 7.

**Table 7: Proposed standard for Option 4**

Zone	Less than 3 bedroom unit	3 bedroom plus units
London Plan	Less than 1	1-2
Current LBTH IDP standard	0.5	0.5
Clear Zone	0	0.1
Isle of Dogs	0	0.1
PTAL 5-6b	0	0.1
PTAL 3&4	0.2	0.3
PTAL 1&2	0.4	0.5

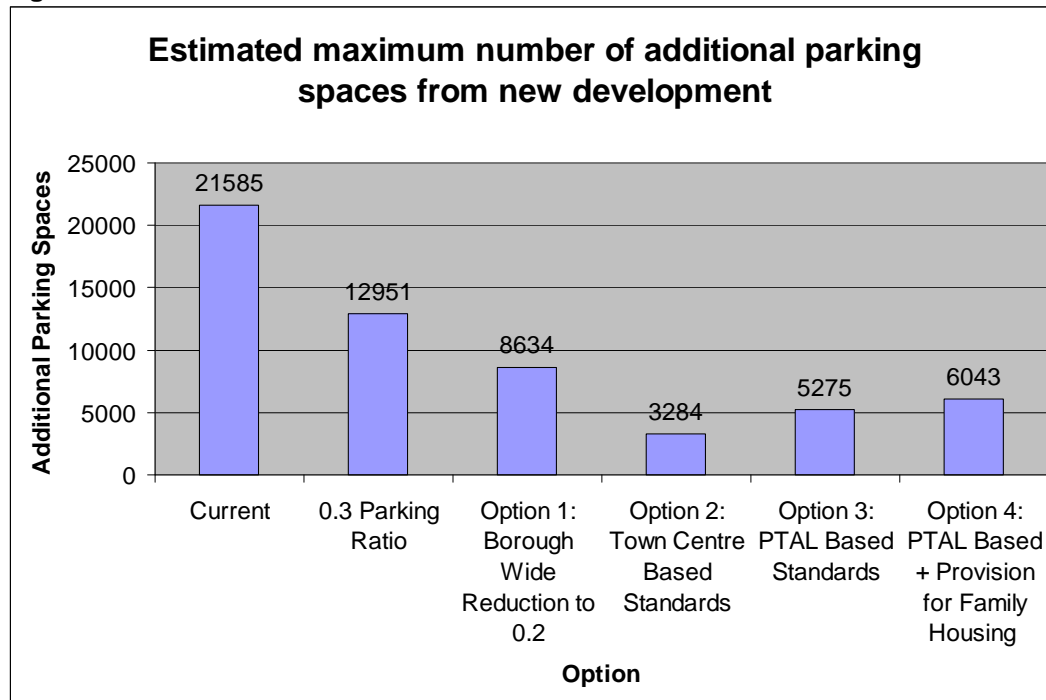
**Analysis of the four options**

2.12 The table below sets out what each of the options means in terms of potential reduction in additional car parking spaces. These figures have been derived by applying the parking standards to the anticipated residential growth at each place in the Core Strategy. Table 8 below shows the impact of each of the options on potential reduction in residential parking spaces. It shows that all options would deliver a step change reduction in the maximum of number of spaces delivered in the borough from both the maximum level of 0.5 within the existing IPG and the estimate of actual average parking rates of 0.3.

**Table 8: Additional parking spaces from the four parking options**

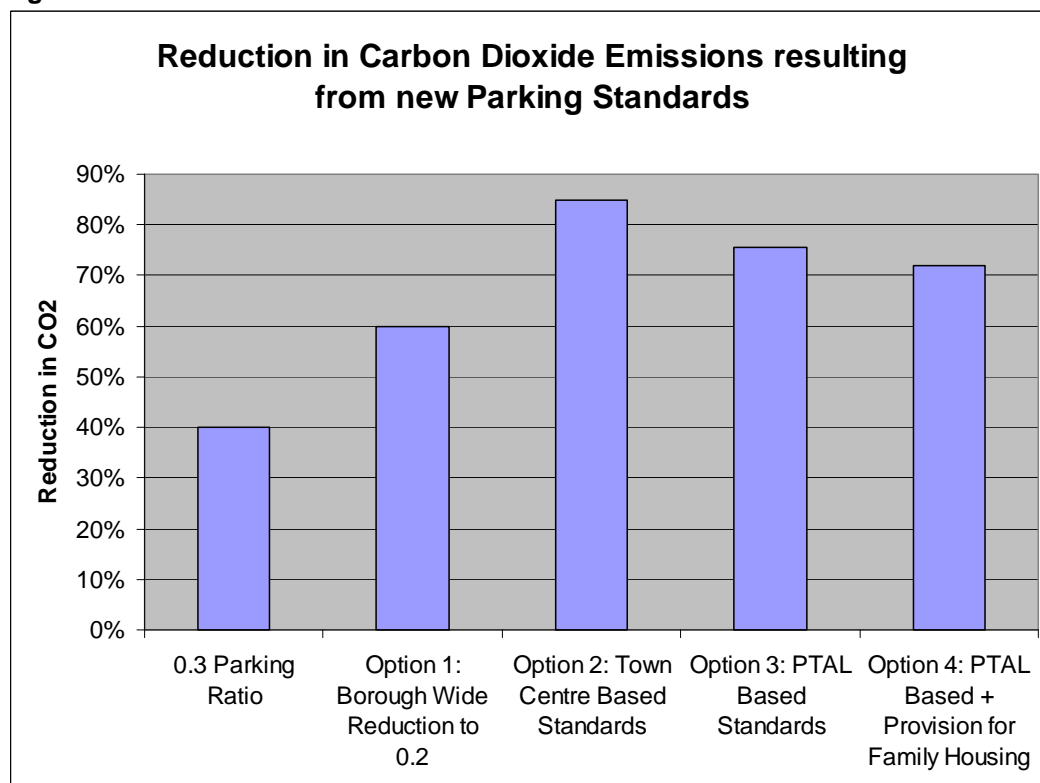
Option	Additional parking spaces
Current LBTH (IPG)	21,585
0.3 parking ratio	12,951
Option1: Reduced uniform standards	8,634
Option 2: Town centre based standards	3,284
Option 3: Standards based on PTAL	5,275
Option 4: PTAL based + 0.1 for family housing (3+ bedrooms) in the Clear Zone, Isle of Dogs and PTAL 5&6	6,043

**Figure 1:**



2.13 The impact of the proposed new parking standards on carbon emissions from vehicles parked at new development can be seen in the figure below. It shows that options 2, 3 and 4 all comfortably exceed that Core Strategy objective to reduce carbon emissions by 60% by 2025.

**Figure 2:**



### Office parking standards

- 2.14 Destination based commuter trips are a major contributor to the high levels of congestion and poor air quality in the borough. It is therefore recommended that new parking standards should not allow for any additional parking spaces for office use except for disabled designed only space(s).

## **Conclusions**

- 2.15 This paper has shown that the borough faces some significant challenges in ensuring that growth is sustainable.
- 2.16 Local and regional policy supports actions to manage growth in demand for car travel.
- 2.17 The options presented for residential parking seek to identify the most appropriate way to allocate parking in new development in consideration of the economic, environmental and social implications of new standards.
- 2.18 Option 2 (Town Centre based) is estimated to result in the lowest amount of additional parking spaces and thus most likely to have a positive impact in restricting traffic growth and mitigating emissions carbon dioxide and air pollutants. However, this approach does not take into the account the availability of public transport. There is a risk that this would leave some people in a transport 'desert' with no access to a car and poor access to public transport. Such an outcome would be unacceptable.
- 2.19 An approach that links parking to availability of public transport is therefore more appropriate. Options 3 or 4 relate maximum car parking standard to the level of public transport accessibility in an area. If more weight is given to provision for family units, option 4 should be considered given its greater allowance for residential units for units with three or more bedrooms.
- 2.20 Following the engagement consultation on the emerging DPD in 2011, **Option 4** has been confirmed as the preferred option for the Proposed Submission Draft of the Managing Development DPD.
- 2.21 The above options do not account for the need to balance parking provision equitably across housing tenures. Therefore, for any residential parking provided on-site as part of a new development, it is proposed that the new parking standards will require a proportion of spaces to be allocated to affordable, family sized units.



### **3 Cycle Parking**

- 3.1 Cycling has become an increasingly important mode of travel in London as increasing cycling levels has cross-cutting benefits. Increased levels of cycling can help tackle the issues described in part 1 of this paper and is a healthy, greener way to get around.
- 3.2 In response to the tightened car parking standards proposed for residential and office uses, it is necessary for the corresponding minimum cycling parking standards to ensure those developments provide good quality and sufficient cycle parking to encourage the potential for growth in cycling journeys to be realised. Therefore, this paper proposes to maintain existing cycle parking standards apart from those linked to the B1 and C3 use class orders.
- 3.3 One of the biggest barriers to cycling in Tower Hamlets is the provision of secure cycle parking, with much of the borough's existing housing stock ill equipped for cycle storage. To encourage increased take up and use of cycling for journeys to and from the home, the current standard of 1 space per unit should be changed to the new London Plan minimum of 1 space per 1 or 2 bed unit and 2 spaces for 3+ bed plus unit.
- 3.4 The current minimum cycle parking at office developments is 1 space per 250 sq m office space which would provide cycle parking for approximately 5% of employees based on 1 employee per 12 sq m (ref). Tower Hamlets Council travel plan has targets for 10% cycling mode share and on this basis a minimum of 1 space per 120sq m is proposed. This is to ensure cycle parking is provided on-site for approximately 10% of a new office population. This is to ensure cycle parking is provided on site for approximately 10% of a new office population.
- 3.5 Minimum cycle parking standards for other uses have been revised to ensure compliance with the replacement London Plan where appropriate.

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23 November 2011

## **Annex 1: Proposed new LBTH parking standards for the Development Management DPD**

<b>Land-use</b>	<b>MAXIMUM Car*/ Motorcycle Parking **</b>	<b>MINIMUM Cycle Parking (Minimum 2 spaces)</b>	<b>Other parking</b>
<b>A1 Retail Uses</b>			
A1 Shops (non food/ non warehouse)	No car parking	1/125sq m	
A1 Smaller food store (up to 500m2 gfa*)	No car parking	1/125sq m	
Food Supermarket (over 500m2)	No car parking unless a TA can demonstrate that walking, cycling, public transport and home delivery cannot cater for demand, that there are not unacceptable impacts on the highway network and a travel plan can be secured	1/125sq m	Service parking is required above 1000sq m and a servicing agreement must be agreed as part of Travel Plan
<b>A2 Financial and Professional Services</b>			
Financial and professional services	No car parking	1/125sq m	Service parking is required above 1000sq m and a servicing agreement must be agreed as part of Travel Plan
<b>A3 Restaurants, Cafes and Drinking Establishments</b>			
Restaurants and Cafes (A3)	No parking	1/20 staff for staff and 1/20 seats for visitors	Service parking is required above 1000 sq m and a servicing agreement is secured as part of a Travel Plan
Drinking Establishments (A4)	No parking	1/ 100 sq m	
Hot Food Takeaways (A5)	No parking	1/ 50 sq m	
<b>B1: Business Uses</b>			
Business offices (B1a)	No parking	1/120 sq m	Servicing parking is required above 1250 sq m and a servicing agreement is secured as part of a Travel Plan
B1b, B1c	1 space per 1250m2 gfa (commercial vehicles only)	1/250 sq m	Servicing parking is required above 1250 sq m and a servicing agreement is secured as part of a Travel Plan

<b>B2: General Industrial</b>			
Industrial (B2)	1 space per 1250 m2 gfa (commercial vehicles only)	1/250 sq m	1 lorry/ HGV space per 1250m2 gfa with additional lorry/ HGV spaces based on a Transport Assessment
<b>B8: Storage and Distribution</b>			
Storage and Distribution (B8)	1 space per 1250 m2 gfa (commercial vehicles only)	1/250 sq m	1 lorry/ HGV space per 1250m2 gfa with additional lorry/ HGV spaces based on a Transport Assessment
<b>C1: Hotels</b>			
Hotels/Hotel Suites (C1)	1 per 15 bedrooms	Staff: 1/ 10 staff Residents: 1/15 residents	1 Coach Parking Space per 100 Bedrooms
<b>C2: Residential Institutions</b>			
Hospital	Spaces will be considered provided they are supported by a Transport Assessment and the need for patients to be accompanied and for patients and visitors to attend at antisocial hours will be considered.	1/5 staff  1/10 staff for visitors	Transport Assessment is required to justify the need of other parking, i.e. service vehicles  Taxi Pick-up/ setdown bay adequate for 2 required for hospitals
Nursing Home	(as above)	1/3 staff	Taxi Pick-up/ setdown bay adequate for 2 required for nursing home over 100 beds
Student housing (C2)	No parking	1/1 student	
Residential education/ training centre (C2)	No parking	1/5 staff  1/ 10 staff for visitors	
<b>C3: Dwelling Houses</b>			
Residential (C3)	<b>See text for proposed options</b>	1 per 1 or 2 bed unit 2 per 3 or more bed unit	No additional provision for visitor parking, which will be on-street pay and display or by qualifying resident visitor temporary permits.  Developers will be encouraged to provide on-site car club bays where appropriate in place of individual car parking spaces

<b>D1: Non-Residential Institutions</b>			
Clinics and health centres	Spaces will be considered provided they are supported by a Transport Assessment and a Travel Plan can be secured.	1/30 staff 1/5 staff for visitors	Transport Assessment is required to justify the need of other parking, i.e. service vehicles Taxi Pick-up/ set-down bay adequate for 2 required for clinics or health centres over 2000 sq m2  The need for patients to be accompanied and for patients and visitors to attend at anti-social hours will be considered
Schools	(as above)	1/10 staff or students	
Further Education Colleges and Universities	(as above)	1/8 staff or students	
Non residential training centres	(as above)	1/10 staff 1/5 staff for visitors	
Crèches and Day Nurseries	(as above)	1/10 staff or students	
Museums	(as above)	1/10 staff 1/5 staff or visitors	
Public Libraries	(as above)	1/10 staff 1/5 staff or visitors	
Art Galleries and Exhibition Halls	(as above)	1/10 staff 1/5 staff or visitors	
Places of Worship	(as above)	1/10 visitors	
<b>D2 Assembly and Leisure Uses</b>			
Cinemas and Theatres	No parking	1/10 staff for staff +1/30 seats for visitors	
Bingo Hall	No parking	1/10 staff for staff +1/30 seats for visitors	
Leisure Centres/ Sports Facilities	No parking	1/10 staff for staff +1/20 peak period visitors	Coach/ Minibus parking
Dance Hall	No parking	1/10 staff for staff +1/20 peak period visitors	
Skating Rink	No parking	1/10 staff for staff +1/20 peak period visitors	
*20% active provision plus 20% passive provision for electric vehicle charging facilities must be provided in accordance with the London Plan.			

**\* \*Motorcycle parking standard**

The Council welcomes provision of motorcycle parking as a substitute for car parking.

Motorcycle parking maybe provided within the space allowed by the maximum standards, at a guideline rate of 5 motorcycle spaces in place of each permitted car parking space.

Where no car parking provision is allowed, motorcycle parking spaces will only be considered if supported and justified by a Transport Assessment.

<b>Accessible Car Parking Spaces</b>	
<b>Car Parking Levels</b>	<b>Minimum requirements for accessible Parking spaces for People with disabilities</b>
Development with on-site car parking	2 spaces or 10% of the total parking, whichever is greater, should be provided on site.
Development without onsite car parking / Car free development	1 space should be provided on – site Where site constraints mean provision is unfeasible or not safe, applicants will be required to demonstrate where a person with a disability can park to use the development with ease



**Appendix 1: Current LBTH parking standards as set out in Interim Planning Guidance**

Land-use	MAXIMUM Car*/ Motorcycle Parking **	MINIMUM Cycle Parking (Minimum 2 spaces)	Other parking
<b>A1 Retail Uses</b>			
A1 Shops (non food/ non warehouse)	No car parking	1/125sq m	
A1 Smaller food store (up to 500m2 gfa*)	No car parking	1/125sq m	
Food Supermarket (over 500m2)	No car parking unless a TA can demonstrate that walking, cycling, public transport and home delivery cannot cater for demand, that there are not unacceptable impacts on the highway network and a travel plan can be secured	1/125sq m	Service parking is required above 1000sq m and a servicing agreement must be agreed as part of Travel Plan
<b>A2 Financial and Professional Services</b>			
Financial and professional services	No car parking	1/125sq m	Service parking is required above 1000sq m and a servicing agreement must be agreed as part of Travel Plan
<b>A3 Restaurants, Cafes and Drinking Establishments</b>			
Restaurants and Cafes (A3)	No parking	1/20 staff for staff and 1/20 seats for visitors	Service parking is required above 1000 sq m and a servicing agreement is secured as part of a Travel Plan
Drinking Establishments (A4)	No parking	1/ 100 sq m	
Hot Food Takeaways (A5)	No parking	1/ 50 sq m	
<b>A3 Restaurants, Cafes and Drinking Establishments</b>			
Restaurants and Cafes (A3)	No parking	1/20 staff for staff and 1/20 seats for visitors	Service parking is required above 1000 sq m and a servicing agreement is secured as part of a Travel Plan
Drinking Establishments (A4)	No parking	1/ 100 sq m	
Hot Food	No parking	1/ 50 sq m	

Takeaways (A5)			
<b>B1: Business Uses</b>			
Business offices (B1) Unit sizes less than 1000m2 gfa	No parking	1/250 sq m	
Office and Light industrial (B1/ B1c) Over 1000 m2 gfa	1 space per 1250m2 gfa	1/250 sq m	Servicing parking is required above 1250 sq m and a servicing agreement is secured as part of a Travel Plan
<b>B2: General Industrial</b>			
Industrial (B2)	1 space per 1250 m2 gfa	1/250 sq m	1 lorry/ HGV space per 1250m2 gfa with additional lorry/ HGV spaces based on a Transport Assessment
<b>B8: Storage and Distribution</b>			
Storage and Distribution (B8)	1 space per 1250 m2 gfa	1/250 sq m	1 lorry/ HGV space per 1250m2 gfa with additional lorry/ HGV spaces based on a Transport Assessment
<b>C1: Hotels</b>			
Hotels/Hotel Suites (C1)	1 per 15 bedrooms	Staff: 1/ 10 staff Residents: 1/15 residents	1 Coach Parking Space per 100 Bedrooms
<b>C2: Residential Institutions</b>			
Hospital	Spaces will be considered provided they are supported by a Transport Assessment and the need for patients to be accompanied and for patients and visitors to attend at antisocial hours will be considered.	1/5 staff  1/10 staff for visitors	Transport Assessment is required to justify the need of other parking, i.e. service vehicles  Taxi Pick-up/ setdown bay adequate for 2 required for hospitals
Nursing Home	(as above)	1/3 staff	Taxi Pick-up/ setdown bay adequate for 2 required for nursing home over 100 beds
Student housing (C2)	No parking	1/2 student	
Residential education/ training centre (C2)	No parking	1/5 staff  1/ 10 staff for visitors	
<b>C3: Dwelling Houses</b>			
Residential (C3)	Car free housing up to 0.5 per 1 dwelling unit	1 per unit Visitor: / 10units	No additional provision for visitor

			parking, which will be on-street pay and display or by qualifying resident visitor temporary permits.
<b>D1: Non-Residential Institutions</b>			
Clinics and health centres	Spaces will be considered provided they are supported by a Transport Assessment and a Travel Plan can be secured.  The need for patients to be accompanied and for patients and visitors to attend at anti-social hours will be considered	1/30 staff 1/5 staff for visitors	Transport Assessment is required to justify the need of other parking, i.e. service vehicles  Taxi Pick-up/ set-down bay adequate for 2 required for clinics or health centres over 2000 sqm
Schools	(as above)	1/10 staff or students	
Further Education Colleges and Universities	(as above)	1/8 staff or students	
Non residential training centres	(as above)	1/10 staff 1/5 staff for visitors	
Crèches and Day Nurseries	(as above)	1/10 staff or students	
Museums	(as above)	1/10 staff 1/5 staff for visitors	
Public Libraries	(as above)	1/10 staff 1/5 staff for visitors	
Art Galleries and Exhibition Halls	(as above)	1/10 staff 1/5 staff for visitors	
Places of Worship	(as above)	1/10 visitors	
<b>D2 Assembly and Leisure Uses</b>			
Cinemas and Theatres	No parking	1/10 staff for staff +1/30 seats for visitors	
Bingo Hall	No parking	1/10 staff for staff +1/30 seats for visitors	
Leisure Centres/ Sports Facilities	No parking	1/10 staff for staff +1/20 peak period visitors	Coach/ Minibus parking
Dance Hall	No parking	1/10 staff for staff +1/20 peak period visitors	
Skating Rink	No parking	1/10 staff for staff +1/20 peak period visitors	

<b>Accessible Car Parking Spaces</b>	
<b>Car Parking Levels</b>	<b>Minimum requirements for accessible Parking spaces for People with disabilities</b>
Development with on-site car parking	2 spaces or 10% of the total parking, whichever is greater, should be provided on site.
Development without onsite car parking / Car free development	1 space should be provided on – site Where site constraints mean provision is unfeasible or not safe, applicants will be required to demonstrate where a person with a disability can park to use the development with ease