

O 1 Maximum Car Parking Standards

Residential		(parking spaces per unit)				
Public Transport Accessibility Level	Low PTAL		Medium PTAL		High PTAL	
	Outside CPZ	Within CPZ	Outside CPZ	Within CPZ	Outside CPZ	Within CPZ
One/Two-bed houses or flats	1.25	1.0	1.0	0.8	0.75	0.6
Three/Four-bed houses or flats	1.75	1.4	1.5	1.2	1.25	1.0
Dwellings converted into self-contained flats and bedsits	1 space per unit					
Dwellings converted into non self-contained flats and bedsits	1 space per 5 units					
Retirement dwellings	1 space per 2 units					
Warden supervised dwellings	1 space per 4 dwelling units (plus 1 space for the warden)					
Old people's homes and nursing homes	2 spaces per 3 staff; plus 1 space per 10 beds casual parking					
Children's homes	1 space per 3 staff					
Offices						
Normally: 1 space per 300sqm; In regeneration areas: 1 space per 100sqm						
Standard applies to Use Classes A2 and B1(a)						
Shopping						
Large, non-food warehouses and garden centres	Less than 1,000sqm			1,000sqm and above		
	1 space per 20sqm (plus 1 truck loading bay per 500sqm)			1 space per 18sqm		
Superstores and hypermarkets with sales including food	1 space per 14sqm (for food retail of 1,000sqm and above)					
Other Shops	1 space per 50sqm (less than 1,000sqm)					
Industry						
Normally: 1 space per 300sqm; In regeneration areas: 1 space per 100sqm						
Standard applies to Use Classes B1(b), B1(c), B2, B8; applies to each unit, not the aggregate floor area and includes visitors						

Hotel, Public Houses and Restaurants		
Hotels, Motels, boarding and guest houses	1 space per 3 bedrooms (plus 1 coach parking space per 50 guest bedrooms) A3 standards apply to restaurants/bars open to non-residents	
Hostels (incl. B&B, establishments for homeless persons)	To be assessed in view of the wide variety of accommodation of this type and different levels of car ownership	
Public houses, wine bars, restaurants, cafes	1 space per 10 seats standard for hotels applies where there is guest bedroom accommodation	
Hot food takeaways	To be assessed in relation to location, hours of operation, highway safety and availability of alternative parking, delivery and collection facilities	
Other public buildings		
Health centres, health clinics, doctors', dentists', veterinary surgeries	3 spaces for the first consulting room; 2 spaces for each additional consulting room	
Nursery, primary and secondary schools	1 space per 2 staff	
Colleges of further education (incl. 6 th form colleges), youth centres	1 space per 2 staff (plus 1 space per 15 students if floorspace above 2,500sqm)	
Cinemas, conference facilities	Floorspace less than 1,000sqm	Floorspace above 1,000sqm
	No parking required	1 space per 5 seats
Other large scale leisure complexes	Floorspace less than 1,000sqm	Floorspace above 1,000sqm
	No parking required	1 space per 22sqm
Sports Stadia	Less than 1,500 seats	Facilities above 1,500 seats
	No parking required	1 space per 15 seats (plus ample provision of coach parking)
Places of religious assembly	1 space per 5 worshippers normally present	

Parking for disabled people		
Employees and visitors to business premises	Up to 200 spaces	Over 200 spaces
	Individual spaces for each disabled employee (plus 2 spaces or 5% of total capacity, whichever is greater)	6 spaces (plus 2% of total capacity)
Shopping, recreation and leisure	Up to 200 spaces	Over 200 spaces
	3 spaces or 6% of total capacity, whichever is greater	4 spaces (plus 4% of total capacity)

Important notes:

- Within the development scheme boundary, close and visible from the dwellings
- Car Free Developments should provide 1 off-streets space for every ten units
- Wheelchair access housing: 1 space per unit, next to the dwelling

Case studies (car-free or low car)

1.1 Existing car-free development in the London Boroughs is rather sparse at the moment. (<http://www.carfreehousing.org/>) The most interesting to draw from their experience include:

Borough of Brent

1.2 Erin Court comprises of 54 units (thereof 24 for key workers (1st homes)); provision of 6 car parking spaces → **0,1 car parking provision**; good PT access as 50 yards from Willesden Green tube station; car sharing club been set up

Borough of Camden

1.3 Examples: Green Dragon House, 29 housing units (60 bedrooms, about 100 occupants), The Montgomery Building, Britannia Street (PCHA Ltd)

1.4 Matthew Prince (Camden Council) reports that there is lots of interest (little off-street parking allows to maximize dwelling space) and pressure (parking pressure is generally high in Camden, whole Camden is CPZ) for developers.

1.5 Camden UDP currently being under review encourages this development with the following standards:

- Outside the centre, parking provision is 0.7 spaces per unit, for 2-bed+ flats 1.0 space per unit
- **Central area provision is 0.5 to 1.0**

1.6 Car-free is regularly 0.5, means one parking permit within CPZ can be obtained if one unit is car-free within the development. Matthew **doesn't**

reckon ratios below 0.5 to be feasible, especially outside high density areas.

- 1.7 The Borough received 231 planning applications concerning 2,380 dwellings since June 2002 to apply for car-free housing. Parameters are PT access, proximity of shopping etc. Surveys every 2 yrs measure **parking pressure** → permanent occupancy of 80% is considered high thereafter car-free development is encouraged. Further if several new developments are expected to push parking pressure to this level, car-free is considered, too.

Borough of Greenwich

- 1.8 The Millennium Village encompasses about 1,400 homes. At a **parking density of 0.85** it can hardly be classified car-free, nor low-car, as it is well served by public transport, further info phone 020 8293 6900

Borough of Ealing

- 1.9 The ICONICA development provides 134 flats, but only 26 car parking spaces, sold separately at £10k (**ratio 0.19**), a car club scheme with 6 spaces is applied.

Borough of Islington

- 1.10 Information on car restrictive housing in Islington lists former Angel School on Ritchie Street N1 (now 50 flats/ 4 townhouses, **car free** status), 555 Liverpool Road (14 flats and 5500 sqft of commercial space, all **car free**), and Holloway Road, Empire Square (**car free** housing block). Further Islington encourages 'Car-free and Car-Reduced Housing' in its UDP.

Borough of Lewisham

- 1.11 OneSE8 development (Developers St James Homes) in Deptford is another prestigious project (751 studios, 1,2,3 bedroom flats) enabling higher densities and including a car club scheme. This and the excellent PT (DLR) access allows for almost **50%** of the flats not having access to a parking space. The car club URBIGO as key part of the marketing campaign is said to having increased saleability of the units. There were incentives for 1st time buyers.

Borough of Sutton

- 1.12 BedZED (Beddington Zero Energy Development) encompasses 82 residential units, 14 live/work units, and 10 work units. Key workers scheme was included, but no numbers available. 85 parking can be rented separately at a rate of £200 per year. 'London City Car Club' (Smart Moves) was included into the scheme as they provide 4 cars at 2 car stations (Melbourne Road, Wallington and BedZed, Helios Road) By July 2002, the club had 21 members out of the residents.

- 1.13 The competitor 'Urbigo' has another 4 cars in the Borough of Sutton

Borough of Tower Hamlets

- 1.14 New Providence Wharf (735 units, thereof 559 in the main building) is a larger scale urban development. A further 260 studio flats are planned to be accommodated in the Ontario Tower. Total number of parking is not available, but **one space (worth £25k) comes with all 2 bed flats** in the main building

Case studies (not specifically car-free or low car

→ *The Mayor's planning decisions - meeting date 06 August 2003*

London Borough of Barking and Dagenham

- 1.15 Barking Town Square: 140 car parking spaces for 160 units (**0.8 spaces per unit**), thereof 50 key worker (10% discount)

London Borough of Lambeth

- 1.16 38-46 Albert Embankment: Car parking is provided at a ratio of **0.54 spaces per residential unit**

Borough of Newham

- 1.17 2 Pier Road: 117 residential apartments (thereof 15 key worker units), 73 car parking spaces, equates to **0.6 spaces per residential unit**

- 1.18 160-170 High Street Stratford: 200 apartments, 48 car parking spaces, ratio of **0.24 spaces per residential unit**

- PTAL 6
- proposed density is 1,578 habitable rooms per hectare

London Borough of Tower Hamlets

- 1.19 Car park, Yabsley Street: 96 flats, 50 semi basement car parking spaces, ratio of approximately **0.5 spaces per unit**

City of Westminster

- 1.20 285-329 Edgware Road (high PTAL score of 6): 291 residential units, of which 87 would be affordable (30%), 226 spaces to the residential element. In relation to residential car parking, the draft London Plan recommends provision to be set at less than 1 space per unit. **TfL consider there is considerable scope to reduce the proposed ratio to 0.5 spaces per unit**, given the site's central location.