

Parking standards and PTAL

Proposed Lambeth Parking Standards Supplementary Information
September 2018

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Project title	Parking standards and PTAL (Draft Revised Lambeth Local Plan October 2018)
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Lead consultant	ActivePlanning
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Project reference	2018/014
Status	FINAL
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1. Introduction

1.1 Purpose of this report

This report provides evidence for the draft Lambeth Local Plan Review in respect of proposed Lambeth-specific parking standards in the Draft Revised Lambeth Local Plan October 2018, with reference to Draft London Plan 2017 Policy T6.1 Table 10.3 – Maximum Parking Standards, which states a maximum of 0.75 spaces per dwelling in PTAL 0-1, 0.5 spaces in PTAL 2.

PTAL refers to Public Transport Access Levels with mapped areas scored 0-6b depending on the degree of access to a choice of public transport and the time taken to reach it. The proposed Lambeth parking standards are: 0.5 spaces per dwelling in PTAL 0-1; 0.25 spaces per dwelling in PTAL 2.

The Council proposes the reduced maximum residential parking standards to reflect lower and declining local car ownership in Lambeth and the need for parking policies to help reduce car travel demand, stimulate the provision of more public transport and active travel infrastructure and make space for more intensive development in line with other Draft London Plan policies.

The Draft London Plan 2017 makes it clear that boroughs are able (and indeed encouraged) to specify alternate policies and standards to suit local circumstances. This report provides evidence to support the proposed Local Plan Review approach.

ActivePlanning, with assistance from City Infinity, are appointed by the London Borough of Lambeth to prepare an evidenced report to inform the recommendation to adopt a parking standard in PTAL 0-2 that balances parking need with appropriate levels of restraint in new developments, in order to meet wider Draft London Plan objectives and targets and be consistent with Lambeth's Draft Transport Strategy.

The report:

- Explains PTAL and provides supporting policy context from the New London Plan (NLP)
- Provides evidence from a literature review of the link between car ownership and parking and car use, also showing that household car ownership in Lambeth, already among the lowest in the UK, is falling.
- Appraises the use of PTAL alone as a proxy for defining parking standards compared with actual levels of household car ownership in the borough.
- Recommends a restraint-based parking standard of between 0 and 0.5 spaces in PTAL 0-2.

1.2 Explanation and abbreviations

Public Transport Accessibility Levels (PTAL) is a measure of the walking distance and time to stops and stations and the number and frequency of public transport services. Areas are scored from low to high: 0, 1a, 1b, 2, 3, 4, 5, 6a and 6b. These scores are represented on a 'heat map' which clearly shows areas with the most and least public transport connectivity. In this document we use short form to describe an area that scores a PTAL of 1a, for example, as 'PTAL 1a'.

The **Draft (new) London Plan (NLP)** refers to the Draft Replacement London Plan published in 2017, which is progressing towards adoption as part of the Development Plan

The **Draft Lambeth Local Plan Review (Draft Local Plan)** is the current process of reviewing policies in the adopted 2015 Lambeth Local Plan to update them and bring them into line with the London Plan.

The **Lambeth Transport Strategy** sets out the vision for the future of transport in Lambeth and is due for publication in Autumn 2018.

The abbreviations in brackets above will be used throughout this document.

1.3 Parking for disabled persons / blue-badge holders

Commentary in this document does not apply to 'blue-badge' or other disabled persons' parking, or business parking. However, it is noted that in the proposed NLP standards, parking for disabled users must 'count towards the maximum parking provision for the development' – NLP policy T6.1H4

1.4 Draft ('new') London Plan 2017: wider context

The NLP and associated parking standards are in draft. Once published, they will form **part of the development plan** for London and the boroughs. It is important to understand the Plan's influences and aims, which – in summary – are as follows:

- To achieve 90% of all travel using public transport, walking and cycling in inner London by 2041 (policy T1A and Figure 10.1A)
- To achieve 'good growth' – in ways that improve population health and quality of life including through measures to promote sustainable travel on foot, cycle and public transport and deliver 'healthy streets' (policy T2);
- The requirement to meet targets for residential development and intensification as identified in the Strategic Housing Land Availability Assessment (with intensification implying the need for lower dependence on modes that are inefficient with physical space).
- The need for development intensification to be increased without having adverse impacts on the capacity of the transport network (Transport policy T4 supplementary paragraph 10.4.3)

Important context is provided by NLP Policy GG2, NLP Policy T1A and B and NLP policy T6:

GG2B Making the best use of land – proactively explore the potential to intensify the use of land, including public land, to support additional homes and workspaces, promoting high density development...

T1A: Development plans and development proposals should support and facilitate (1) the delivery of the Mayor's strategic target of 80% of all trips in London to be made on foot, cycle or public transport by 2041...

T1B: All development should make the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport, walking and cycling routes, and ensure that any impacts on London's transport networks and supporting infrastructure are mitigated.

T6I: Where sites are redeveloped, existing parking provision should be reduced to reflect the current approach and not be re-provided at previous where this exceeds the standards set...

In order for the London Boroughs to vary certain policies such as parking standards to meet the high-level London Plan transport policies T1A and T1B locally, evidence should be gathered to support a departure from the NLP to account for local priorities and needs. The revised statement to this effect is contained at New London Plan paragraph 0.0.21:

0.0.21 Once published, the London Plan is part of the Development Plan [...] There is no requirement for the policies to be repeated at the local level. However, in some instances a local approach is required within the context of the overall policy. The new London Plan clearly sets out where this is the case. In addition, the new London Plan does not preclude boroughs from bringing forward policies in their Development Plan Documents to achieve the aims of the London Plan in a way that takes into account local circumstances and evidence, where they consider it appropriate to do so.

Policy T6H (with minor changes) is specific in allowing flexibility for boroughs to set their own parking standards (based on evidence):

T6 H: Boroughs that have adopted or wish to adopt more restrictive general... parking policies are supported, including borough-wide or other area-based car-free policies.

The policy justification supports this position. Paragraph 10.6.1. states that new parking provision must be carefully managed in order to minimise potential adverse impacts on the capacity of the transport network as London’s population, urban densities and housing delivery increase.

NLP Policy T6.1 (table 10.3) provides the relevant parking standard:

Location	Maximum parking provision
Central Activities Zone	Car-free
Inner London Opportunity Areas	
Metropolitan and Major Town Centres	
All areas of PTAL 5 – 6	
Inner London PTAL 4	Up to 0.25 spaces per unit
Inner London PTAL 3	
Inner London PTAL 2	Up to 0.5 spaces per unit
Outer London PTAL 4	
Outer London Opportunity Areas	Up to 0.75 spaces per unit
Inner London PTAL 0 – 1	
Outer London PTAL 3	Up to 1 space per unit
Outer London PTAL 2	
Outer London PTAL 0 – 1	Up to 1.5 spaces per unit ¹
¹ Where small units (generally studios and one bedroom flats) make up a proportion of a development, parking provision should reflect the resultant reduction in demand so that provision across the site is less than 1.5 spaces per unit	

Table 1.1: Draft Replacement London Plan 2017: table 10.3 proposed parking standards

1.5 Proposed Parking standards in the Draft Revised Lambeth Local Plan October 2018

The Draft London Plan establishes a uniform Inner London parking standard of 0.75 spaces per dwelling in PTAL 0-1 and 0.5 spaces per unit in PTAL 2, since Lambeth is classified as an ‘Inner London’ borough.

Supported by evidence presented in this report, the London Borough of Lambeth proposes locally defined parking standards in its revised Local Plan Review. These are 0.5 spaces per dwelling in PTAL 0-1 and 0.25 spaces in PTAL 2.

The Council’s proposal is justified based on the basis of pre-existing low car ownership in the borough including within low PTAL areas and in accordance with London plan Policy T6, which allows and indeed encourages flexibility in Local Plans to reduce maximum parking standards.

A number of influences have precipitated the proposed approach:

- Meeting London Plan housing targets will introduce a significant increase in population and therefore demand for travel which, if left unmanaged, will exacerbate impacts on the wider network, affecting walking, cycling and bus journey reliability. Currently, occupants of new development are more likely to own a car than are other Londoners.
- Lambeth is a borough with significant pockets of deprivation, often situated near areas of high pollution (busy roads), and the Council aims to protect the health and wellbeing of residents in these areas within a wider aim of lifting people, children in particular, out of health-related exclusion and poverty. It is established that air pollution has effects on physical and mental health including children's lung and cognitive development.
- Local authorities including Lambeth have a duty to protect public health (in relation to specific risks, such as air pollution) and a legal duty to continuously reduce air pollution with enforceable maxima enshrined in EU and UK legislation. The proposed lower local parking standards are consistent with meeting these duties and requirements and, if accepted, would be a positive contribution to the Local Plan's Health Impact Assessment. Furthermore, the Council's position is consistent with Healthy Streets which is a founding principle of the London Plan's approach.
- Car parking takes up considerable valuable development space, with two cars using a space equivalent to a small bedroom. NLP Policy GG1 and supporting paragraphs 1.2.1-1.2.4 require that new developments make efficient use of land for development intensification to produce higher density, more accessible neighbourhoods. Restraining (or eliminating) parking provision is a means of achieving this objective.

2. Evidence

2.1 Relationship between parking provision and car ownership

Transport for London's 2012 research report, *Residential parking provision in New Developments* ('TfL 2012 study') demonstrates a correlation between the supply of car parking and levels of car ownership and use, with the study work divided between inner and outer London.

Whilst this study is now six years old it does at least provide a clear indication of likely outcomes from car ownership and use related to parking availability, notwithstanding reductions in car ownership and use in Lambeth.

The study indicates that new development is associated with higher levels of car parking. In Inner London, car ownership in new development was, at the time, 52 per cent, with 72% of vehicles being parked off-street. It found that residents in new developments are more likely to own a car than other London residents.

The report indicates that rising car ownership is influenced by a number of factors:

- Decreased public transport accessibility
- Higher household income
- The number of adults in the household increases
- More home owners than renters

Car ownership is also higher in new-build houses than in flats, and higher among those in purpose-built flats than in conversions.

For all groups, in all areas, the study found that people living in developments with more available parking had higher levels of car ownership than those living in developments with less parking. Moreover, 83% of people with a high income in developments with more than 0.5 spaces per dwelling had a car, compared with 56% of the same income group with less parking available.

2.2 Relationship between car ownership and use

The TfL 2012 report indicates that if people own a car they will use it frequently at all times of the day, including during the busiest peak periods. A quarter of Inner London car owners made use of their car five or more times each week during the weekday peak. Around two thirds use their car every weekend. Overall, developments with more parking and car ownership generate more car journeys than developments with less parking provided.

This research is repeated in Transport for London's *Residential Car Parking - prepared as part of the London Plan Evidence Base (2017)* (hereinafter 'TfL 2017 RPE') which observes that higher car ownership results in higher car use. Figure 14 (page 29) makes this relationship clear, describing the correlation between car ownership and number of car trips made over a seven-day week, reproduced here as Chart 2.1 below:

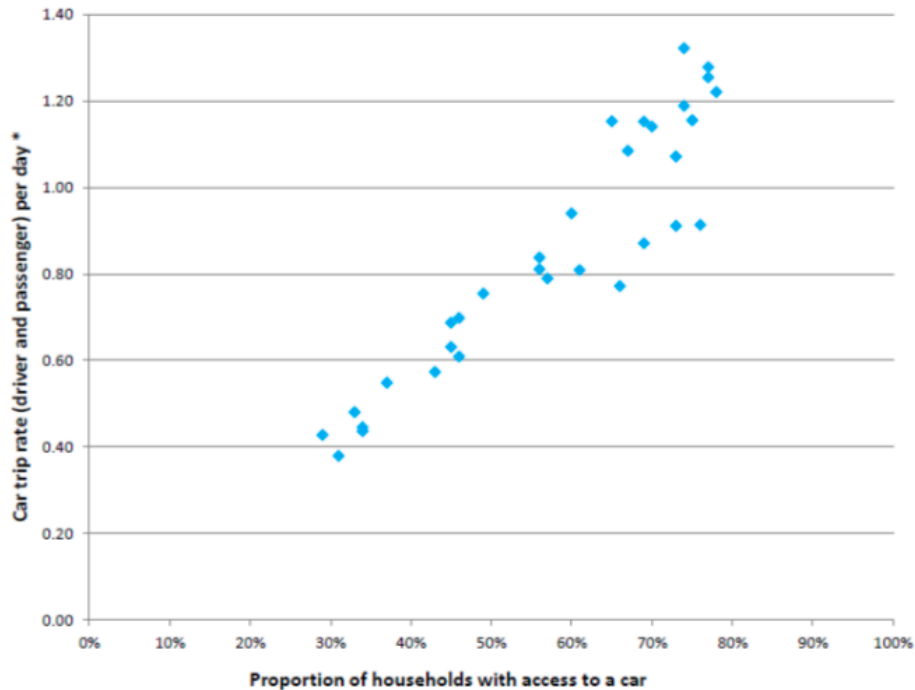


Chart 2.1 Proportion of households with access to a car / trip rates. Source: TfL 2012

To achieve reductions in car use TfL 2017 RPE indicates that there is scope to take advantage of a lack of car dependence among Inner London car-owners. When surveyed in 2011, the report notes, only a quarter of residents of new development said their lifestyle depended on a car, whilst a fifth of those who said they were not dependent on a car still owned them (cited from the TfL 2012 study). Moreover, parking did not influence the buying decisions of half of inner London residents, who cited public transport and proximities as more important.

2.3 Is car ownership increasing?

In order to determine whether or not parking supply in excess of current demand is warranted, and to avoid unwanted outcomes including parking stress (which presents its own issues), it is important to understand underlying trends in the London-wide context and in Lambeth.

In this regard, we note that whilst there has been some increase in car ownership in London as a whole over the ten-year period from 2005-2015, the trend has remained relatively steady since 2010/11, rising by 1.5% from 58.1% to 59.6% over the period (also reflecting the stagnation of salary incomes following the 2007 recession). At the same time, household ownership of two or more cars has declined: Chart 2.2 below clearly indicates a change from two to one car households. Strategically, additional car parking in excess of demand does not appear to be warranted.

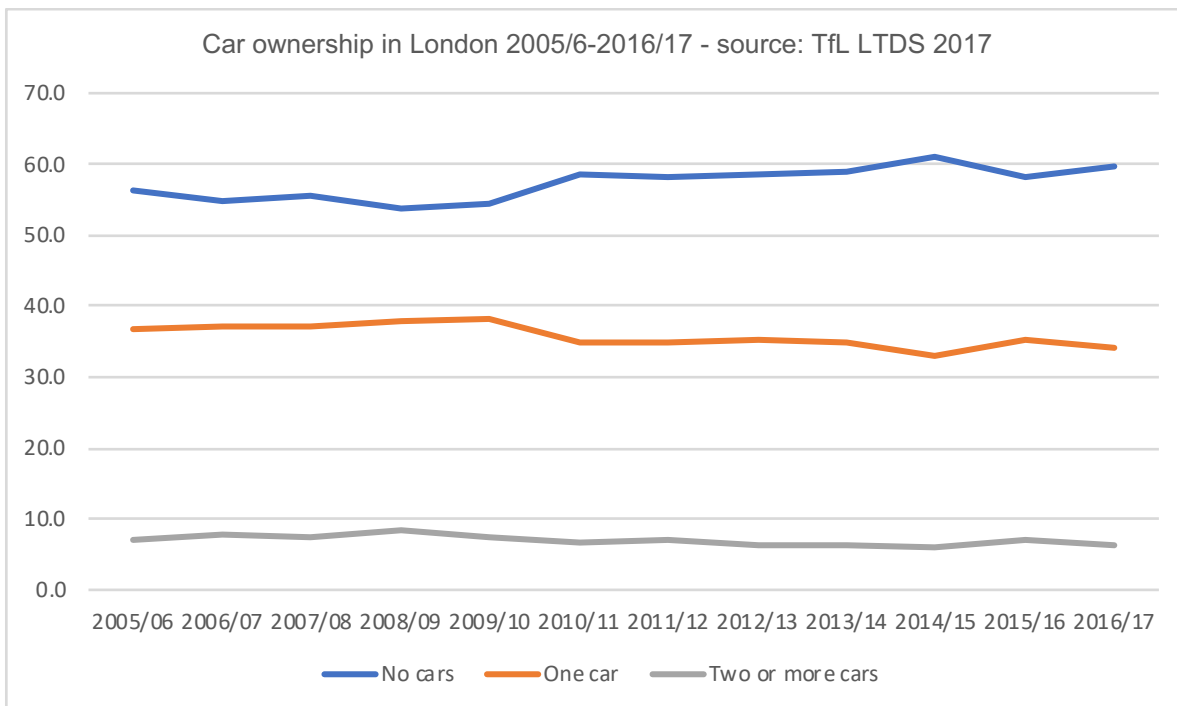


Chart 2.2: Car ownership trend in London since 2005/6 - Source: TfL LTDS 2017

Lambeth already has low car ownership (as illustrated in Table 2.3 and Table 2.4 below). The London Area Travel Survey indicates that the borough has low car ownership and the Census shows that car ownership fell by 14.1% between 2001 and 2011.

Percentage of households by car ownership, LTDS 2014/15-2016/17			
Inner London boroughs – Ranked by highest to lowest car ownership	No car	1 car	2+ cars
Camden	65%	28%	7%
Wandsworth	45%	45%	11%
Lewisham	50%	41%	9%
Newham	56%	37%	7%
Haringey	56%	36%	8%
Southwark	57%	36%	7%
Lambeth	60%	34%	6%
Hammersmith & Fulham	61%	33%	5%
Kensington & Chelsea	61%	32%	7%
Hackney	65%	31%	4%
Islington	66%	31%	3%
City of London & Westminster	68%	28%	4%
Tower Hamlets	69%	28%	3%
Inner London average	60%	34%	6%
Outer London average	32%	46%	21%
Greater London average	44%	41%	15%

Table 2.3: car ownership in Inner London 2014-2017. Source: Transport for London London Area Travel Survey (chart compiled by Tower Hamlets Wheelers – official source not known).

Meanwhile, table 2.4 shows that in Lambeth household car ownership fell by 14.1% between 2001 and 2011, with average 42.2% of households owning cars /vans in 2011. In this context at least, it is not appropriate to specify parking standards in excess of demand. In the ranking of car ownership where the highest ownership is ranked #1, Lambeth comes 342nd of 348 authorities.

Rank	Local Authority	% of households with car/van (2011)	% change since 2001
342	Lambeth	42.2	-14.1

Table 2.4: Census ranking of household car ownership by local authority – extract for Lambeth (excludes households with more than one vehicle). Source: ONS Census 2001 and 2011 interpreted in RAC Foundation 2012: car ownership rates per local authority in England and Wales.

2.4 PTAL and parking provision in Lambeth

In the TfL 2012 study a strong correlation was drawn between lower PTAL and higher car ownership and use. Separately, in response to a direct request, TfL supplied table 2.5 (cols A and B) below. This confirms that in Lambeth, on average, areas with lower PTAL scores also have higher average car ownership than higher-scoring areas with greater access to public transport.

(A) PTAL	(B) Average car ownership per household	(C) Draft London Plan proposed parking standard	(D) Lambeth Draft Revised Local Plan parking standard
2 or less	0.65	PTAL 0-1: 0.75 PTAL 2: 0.5	PTAL 0-1: 0.5 PTAL 2: 0.25
3	0.47	0.25	0.25
4	0.40	0	0
5	0.44	0	0
6 or more	0.23	0	0

Table 2.5: Relationship between PTAL and average household car ownership in Lambeth. (Source for cols A and B: TfL – data was supplied on request by email on 12 September 2018 with a note that it was not possible for TfL to split out the data to more granular levels for some PTAL scores due to sample sizes. At the extremities of the mid-range PTAL scores the sample size falls away, therefore PTAL 1a, 1b and 2; and PTAL6a, 6b are combined)

The draft London Plan's parking standards are derived from and respond to average PTAL car ownership levels on the basis that higher PTAL scores correlate with lower car ownership. However, chart 2.6 below shows that in areas with a PTAL score of 0-1, parking standards in excess of demand are specified, whereas for areas with other PTAL scores 2-6, parking supply is set below actual demand in order to suppress car ownership in areas with good connectivity.

Figure 16: Comparison of current car ownership levels to maximum parking standard by PTAL and inner/outer London

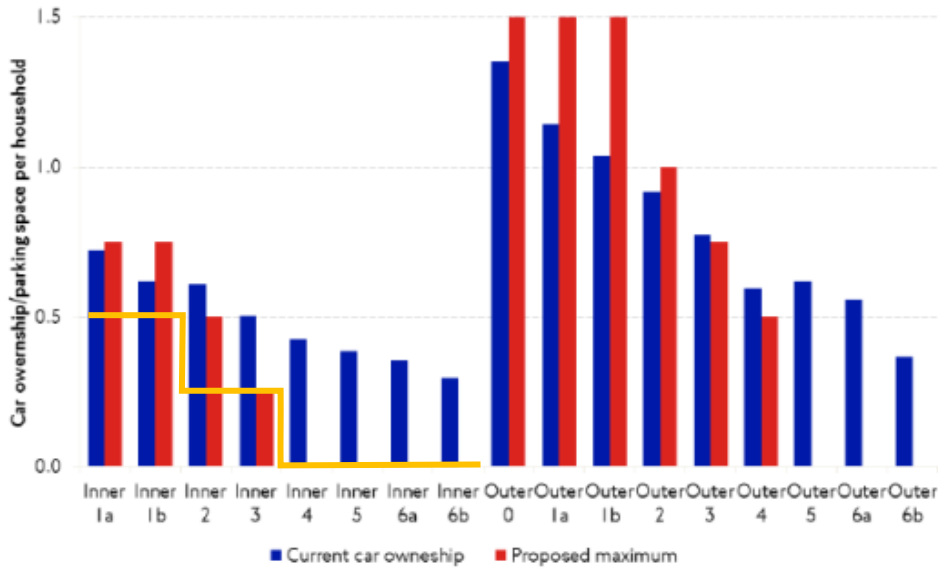


Chart 2.6: Household car ownership and proposed parking maxima (Source: TfL) Lambeth's proposed parking standard is indicatively overlaid as an orange line.

2.5 A restraint-based approach

The Council proposes in the Draft Local Plan Review a consistent approach across all PTAL scores that would restrain car ownership. It proposes that parking standards should fall at or below current car ownership demand in new development, supported by existing and new controlled parking zones and measures to facilitate and encourage walking and cycling (including for trips to public transport) and an expanded public transport network.

Evidence in support of this approach is provided below. In summary:

- There is no evidence locally of a correlation between high and low PTAL and ward-average car ownership compared with the borough-wide average supplied by TfL.
- PTAL is not necessarily a determinant or influence on car ownership locally, with some medium PTAL areas having higher car ownership than some lower PTAL areas.

In Lambeth, whilst PTAL provides an essential starting point for identifying areas with the highest average car ownership, finer-grained analysis finds no evidence of a significant correlation between average ward PTAL scores and average household car ownership except in the least-deprived low PTAL areas with above average ward car ownership. The ward-level table 2.7 below illustrates this point with outliers showing above and below average car ownership:

Ward	PTAL (Avg. 2014)	Car ownership (2011 census)	NLP
Gipsy Hill	3.7	0.6	0.25
Knight's Hill	4.1	0.6	0
Streatham Wells	4.4	0.6	0
St Leonard's	5.9	0.6	0
Streatham Hill	5.3	0.6	0
Streatham South	4.1	0.8	0
Vassall	4.4	0.4	0

Table 2.7: There is little difference in average car ownership when average ward PTAL scores are used. Outliers shaded green. Source: LB Lambeth.

The finer-grained analysis in table 2.8 below shows a comparison of postcodes with a PTAL score of 0-2 and car ownership. Within areas with the lowest PTAL, car ownership falls below the ward average *and also below the ward average where the average PTAL is higher* – see table 2.9, with the only outlier being Elms Crescent, which is only marginally in excess of the NLP standard. However, despite this, the NLP provides for parking supply *in excess* of current average demand in low PTAL zones 1a and 1b, with Cormont Road indicating the most substantial difference:

Postcode	Road	PTAL	Ward PTAL	Car ownership	Ward Avg. car ownership	NLP maximum parking standard (exceeds car ownership except in Elms Crescent)
SW16 2HS	Valleyfield	1b	4.4	0.65	0.6	0.75
SE27 9RR	Carnac	1a	3.7	0.46	0.6	0.75
SE5 9RA	Cormont	1a	4.4	0.38	0.4	0.75
SW16 2XW	Harborough	1b	4.4	0.52	0.6	0.75
SW4 8QG	Elms Crescent	1b	4.1	0.77	0.5	0.75

Table 2.8: Low PTAL scores and car ownership in Lambeth - Green shading indicates car ownership *below* the ward average in PTAL 1a/b and below the TfL average car ownership for the PTAL score 0-2. Source: LB Lambeth. Pink shading is the outlier of higher than average car ownership.

The causal relationship between car ownership and low PTAL is even more strained upon consideration of individual postcodes in PTAL zones 2-3 – table 2.9. In these areas, which have better public transport accessibility, there is higher car ownership than in ‘less accessible’ PTAL ‘zones’ 0-2’:

Postcode	Road	PTAL	Ward PTAL	Car ownership	Ward Avg. car ownership	NLP parking standard
SE19 1AW	Alex. Drive	3	3.7	0.44	0.6	0.25
SW16 5DT	Drakewood Road	3	4.1	0.62	0.8	0.25
SW16 3DD	*Copley Park	2	4.1	0.79	0.8	0.5
SE27 0EE	Tivoli Road	2	4.1	0.41	0.6	0.5
SW2 3HZ	Kingsmead Road	2	4.4	0.47	0.6	0.5
SW2 4PG	Sternhold Avenue	2	5.3	0.56	0.6	0.5
SW16 2JP	Knollys Road	3	5.3	0.46	0.6	0.25

Table 2.9: Medium PTAL and car ownership - Pink shading: wards with higher average and car ownership than any of PTAL0-1 zones identified. Source: LB Lambeth.

2.6 Areas with low PTAL scores and high car ownership: example – Elms Crescent

In the example of Elms Crescent (the outlier in table 2.8 above, part of an area that has ‘zero’ public transport accessibility, investigation of TfL’s WebCat journey time isochrones for cycling (Figure 2.10) shows that a wide area and a choice of public transport modes can be accessed. This includes a range of services capable of meeting people’s everyday needs, including a choice of public transport modes, schools, hospitals, council offices and town centres (including Clapham and Brixton) without recourse to a car.

Walking distance and time is measured by WebCat so we have used Google Maps to provide distance and time information for journeys from PTAL 1a to the nearest Tube / bus interchange. The nearest Tube Station (Clapham South on the Northern Line) can be reached in 14 minutes on foot according to Google Maps, with interchanges at Clapham North (London Overground) and Stockwell (Victoria Line). With good quality secure long-stay cycle parking at the station, the walked part of a

daily commute could be reduced to five minutes – and the need to interchange at Stockwell could be avoided by cycling there instead.

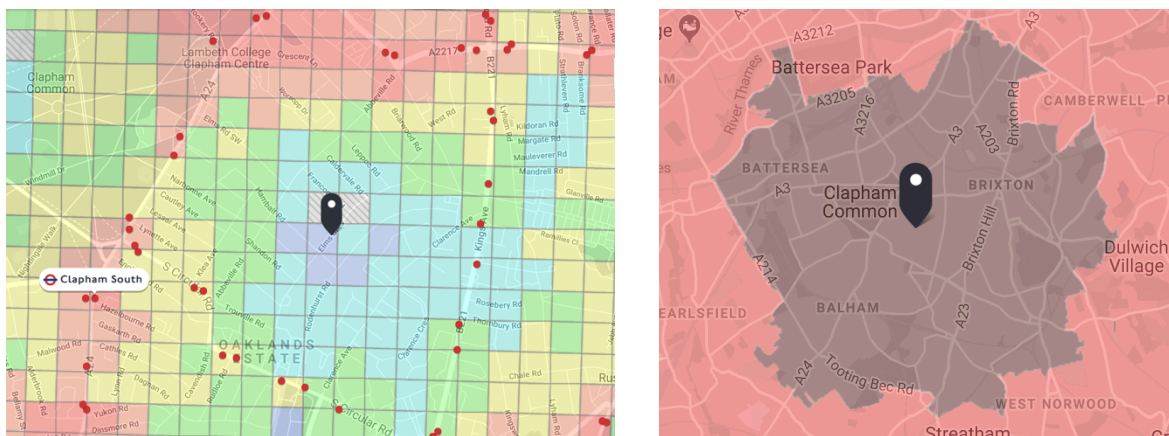


Fig 2.10: PTAL surrounding Elms Crescent (left) and WebCat calculation of cycling distance and time from Elms Crescent (source: TfL)

TfL 2017 RPE adds further evidence that in areas with low PTAL scores, inner London provides access to a wide range of services within walking distance. (Note also that a cyclist can travel approximately three times the distance in the same time). The difference between the charts below is indicative of Inner London’s relative urban density – where higher density makes frequent public transport and a closely-spaced range of services viable and reduces people’s propensity to drive.

Figure 10 reproduced below as Chart 2.11 shows that in PTAL 0, on average, only larger town centres exist beyond a 15-minute walk (5-minute cycle) distance, with the same facilities except GPs in PTAL1a accessible in under 10 minutes:

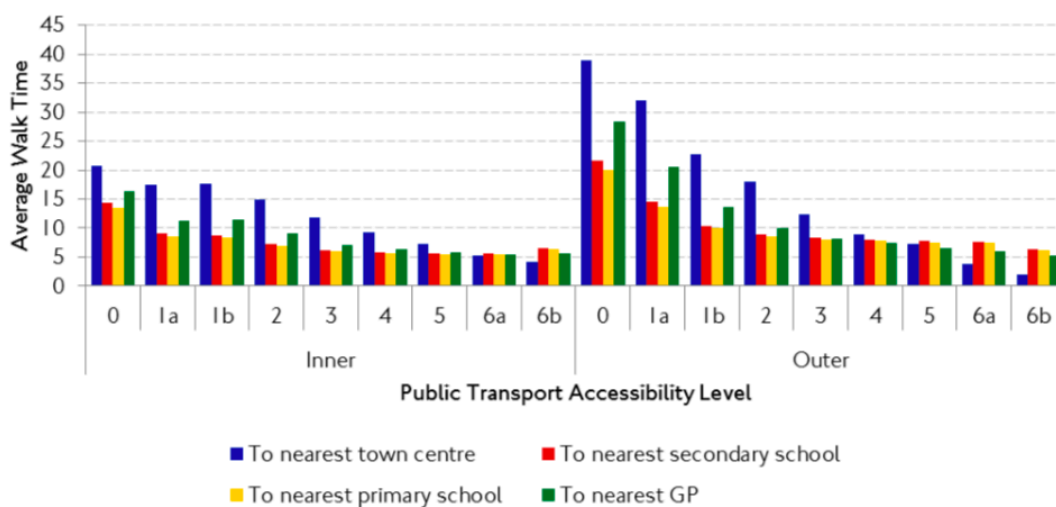


Chart 2.11: Average walk time to a range of services by PTAL score. Source: TfL

Such is the connectivity and accessibility of London generally that TfL 2017 RPE reports (figure 7) that 74% of car trips could be made by a more sustainable mode, indicating that car clubs and private hire vehicles / taxis could potentially replace most if not all car journeys.

We conclude that in Lambeth at least, the use of PTAL on its own to determine car parking standards is too blunt and its application will actually lead to a situation of parking supply in excess of demand – which, given other evidence presented in this report, and assuming the long-term trend of reducing car ownership is reversed, could result in *more car ownership and use*, contrary to the intentions and targets of the London Plan which seeks a shift to 90% of inner London trips being made by public transport, on foot and cycle by 2041.

3. Conclusions and Recommendations

3.1 Conclusions

The Draft London Plan Policy T6H (as amended) gives flexibility to the boroughs to set more restrictive parking standards than those published in its Table 10.3.

We conclude from the evidence assembled here that in order to either cap or deliver reduced car use in Lambeth and deliver the London Plan target for mode shift to 90% of journeys in inner London to be made on foot, cycle or public transport, a stronger restraint-led parking policy than specified in the London Plan is justified, with any impacts on parking stress monitored locally. This is justified by the insignificant local relationship between PTAL and low car ownership on finer grained analysis and the trend towards declining household car ownership as seen between 2001 and 2011 Census.

The Local Plan need not specify parking provision in excess of demand in the context of a trend of reducing household car ownership in the borough and since the wider policy is to reduce car use. However, it may be possible to make exceptions in particular circumstances to be defined, or to set a level that balances a restraint-based policy with higher than average car ownership in some low PTAL score areas.

We have not found evidence to support the use of PTAL on its own to determine local residential car parking standards. Whilst PTAL is an essential and useful component of a methodology to determine parking standards, other factors including car ownership, a finer grained analysis of car ownership and trends and the availability of local services will be more relevant. The Council has demonstrated that PTAL is not necessarily a determinant of car ownership and that the application of TfL's PTAL led assumptions if used alone could lead to an excess of parking supply and, if long-term trends change, more car ownership / use, not less.

3.2 Recommended residential parking standard for Lambeth

PTAL	Draft London Plan proposed parking standard	Lambeth Draft Revised Local Plan parking standard
0-1	0.75	0.5
2	0.5	0.25
3	0.25	0.25
4	0	0
5	0	0
6	0	0

Table 3.1: PTAL, Draft London Plan proposed parking standard and proposed Draft Lambeth Local Plan Review parking standard

We have shown that the NLP proposed maximum of 0.75 parking spaces per dwelling in PTAL 0-1 and 0.5 spaces in PTAL 2 is in excess of actual demand across most of Lambeth, in many places by a significant margin, and could perhaps lead to pressures on land and viability given other London Plan policies that support intensification.

Given new development, we believe that a restraint-based policy that reduces parking provision by matches or falling below current demand would be achievable. The approach would also be consistent with the restraint-led approach taken in the NLP for PTAL for zones 3-6b and wider NLP policy proposals to achieve mode shift and address air pollution as a means of reducing the externalities of car ownership and use and encouraging uptake of alternatives, including walking, cycling, public transport and car-clubs. The approach will enable more efficient use of the public realm and transport resources in the context of a rising population and demand.

On the basis of the research we have undertaken, we recommend that the Council pursues its proposal to implement a parking standard of 0.5 spaces per dwelling PTAL 0 to 1, 0.25 spaces per dwelling in PTAL 2, and give further consideration to a car-free standard in PTAL 3 in order to provide an appropriate balance of supply and restraint that meets wider New London Plan policy objectives and targets as well as local legal obligations to improve air quality.

In applying the proposed new Lambeth Local Plan Review parking standard, a range of considerations will be needed in order to avoid or mitigate potential unwanted effects of parking stress, particularly in areas with higher than average existing car ownership:

- Developer contributions towards parking management reviews, additional bus routes / stops / service frequency increases as required, and also walking and cycling infrastructure needed to mitigate increased travel demand and potential parking stress, whilst contributing to healthy streets objectives.
- A permissive environment that encourages the conversion of existing (under-used) car parking and vacant 'mixed use' (retail and ground floor office premises) to other uses including cycle-parking.
- Use of Section 16 of the Greater London Council (General Powers) Act 1974 to restrict future occupiers from obtaining controlled parking zone permits in new developments where appropriate, which would be secured by a legal agreement as a condition of planning permission.

4 References

Greater London Authority 2017: *Draft (Replacement) London Plan*

London Borough of Lambeth 2018: *Draft Local Plan Review*

London Borough of Lambeth – various PTAL related data and references supplied to consultant.

RAC (2012) *Car Ownership Rates per Local Authority – 2001 and 2011 Census* via

https://www.racfoundation.org/assets/rac_foundation/content/downloadables/car%20ownership%20rates%20by%20local%20authority%20-%20december%202012.pdf

Transport for London (2012) *Residential Parking in New Developments*

Transport for London (2017) *Residential Car Parking – prepared as part of the London Plan Evidence Base*

Transport for London (2017) *London Area Travel Survey*