

EXAMINATION OF THE MINOR ALTERATIONS TO THE LONDON PLAN

10.00 Thursday 22nd October 2015

Committee Room 5, City Hall, London

AGENDA FOR MATTER 2: PARKING STANDARDS

Participants (revised 20 Oct 2015)

Mayor/GLA

Transport for London (P010)

London Assembly (Labour Group) (P008)

Darren Johnson AM (P009)

London Borough of Bromley (P018)

Royal Borough of Kingston-upon-Thames (P034)

London Borough of Richmond (P040)

London Forum (P051)

London First (P052)

Home Builders Federation (P077)

Clean Air in London (P081)

Friends of the Earth (P082)

Mill Hill Neighbourhood Forum (P083)

Sustrans (P093)

Campaign for Better Transport (P097)

Just Space (P107)

Technical Advisers Group (P110)

CPRE (P112)

Agenda

1. The reflection of national advice in the Mayor's proposed alterations (with regard to Parking Standards).
2. The balance between car parking provision and sustainable means of movement.
3. The robustness of the Integrated Impact Assessment Report on Parking Standards (IIA). The significance of the minor negative impacts referred to in the IIA in the overall balance of issues.
4. The justification for the reliance on the public transport accessibility levels (PTALS) and:

- the meaning of 'generally' in relation to PTALs 0-1. The potential for other PTAL levels to fall within the definition of a 'low' PTAL;
 - the definition of the 'limited parts of areas within PTAL 2' (6.42j);
 - whether or not there is justification to refer to appropriate parts of areas within PTAL3;and
 - the reference to forthcoming publications in paragraph 6.42j.
5. The justification for the reference to 'minima' in paragraph 6.42i. The determination of 'higher levels of provision'.
 6. The weight to be placed on 'the extent to which public transport might be provided in the future' (paragraph 6.42k).
 7. The role of CPZs in contributing to reducing the potential for overspill parking and congestion, and improving safety and amenity (paragraph 6.42k).
 8. Potential consequences of the Mayor's approach to parking standards:
 - (i) a negative impact on the number of new dwellings delivered;
 - (ii) a lower quality of urban design;
 - (iii) a decline in air quality (but to include consideration of the role of potential mitigation measures);
 - (iv) a reduction in physical activity levels and/or the widening of health inequalities; and
 - (v) an increase in car ownership which may have consequences for inner London Boroughs.