

I attach a short paper which we have produced about residential parking provision based on a small sample of recent schemes, mostly in Outer London, which you may find useful for your evidence gathering for the Outer London Commission's work on this issue. There are a few other proposals that could be added to the list assessed here, but as planning has not yet been determined on these, we are unable to include them at this time.

In considering the current policy choices being considered, it appears that there is limited demand for parking standards greater than current London Plan levels, and this appears to be related to low accessibility areas, and particularly for larger family housing. Where there are concerns about off-site highway operational or safety issues arising, there is dialogue between developer and local authority, supported by assessment of the issues, in order to resolve matters. In our experience, there is a greater likelihood of a Developer seeking to reduce parking provision, and Local Authorities being concerned about off-site effects.

Typically, there is a constructive debate between LPA and Developer about all the relevant issues, and the solutions identified are often location specific, for example considering:

- how likely travel patterns (and the greater propensity for outbound commuting in Outer London) relate to the orientation of existing public transport; and
- what it is possible to do in terms of potential mitigation, (such as off street parking restrictions, traffic management or public transport reinforcement), in that locality in the event that lower levels of parking provision are made and other modes of transport expected to play a greater role.

Given the limited demand for policy flexibility, and the location specific nature of this demand, it would appear most appropriate to adopt a permissive approach to policy flexibility, relating to low accessibility areas and family housing, which is the area of primary concern. This would provide LPA's with the flexibility to determine the most appropriate approach in each specific location, given the local circumstances. Policy may therefore want to identify the criteria which are permitted this greater flexibility as being PTAL (or future preferred method of identifying availability of appropriate public transport), and unit size, and to identify issues that need to be considered, such as highway operation, safety, amenity and relevant environmental considerations.

As we discussed in Waltham Forest, this is a complex issue, and it is not just about parking numbers, but also the quality and nature of the design and commercial approach adopted. Developers have learnt a lot about how they wish to approach it, and TfL/ LPA's have learned from the experience of the different approaches adopted. I do think that there would be merit in preparing a best practice document, which would deal with these issues.

I hope that this is helpful.

Regards

Keith

Keith Mitchell
Chairman