
MINOR ALTERATIONS TO THE LONDON PLAN
PARKING STANDARDS
CONSULTATION DRAFT

**SUGGESTED
CHANGES**

MAYOR OF LONDON
21 AUGUST 2015

SUGGESTED CHANGES TO DRAFT PARKING STANDARDS MALP				
further change ref no	MALP policy / para ref	suggested further change to MALP <i>description of change in italics</i> green bold = new text green-strikethrough = deleted text original MALP alterations are shown in red	reason for further change	further IIA assessment?
PSC1	Policy 6.13Ee	Amend clause Ee of POLICY 6.13 PARKING e outer London boroughs should promote demonstrate that they have actively considered more generous standards for housing development in areas with low public transport accessibility (generally PTALs 0 -1) and taken into account current and projected pressures for onstreet parking and their bearing on all road users, as well as the criteria set out in NPPF (Para 39).	Clarification	No
PSC2	Para 6.42j	Insert new sentence between first and second sentences of para 6.42j 6.42j In outer London a more flexible approach for applications may also be acceptable in some limited parts of areas within PTAL 2, in locations where the orientation or levels of public transport mean that a development is particularly dependent on car travel. In doing so, authorities should take account of the criteria set out in paragraph 39 of the NPPF. Further advice is provided in the draft Housing SPG and forthcoming TfL guidance on parking design.	Clarification	No
PSC3	Glossary	Amend the first sentence of the Glossary definition of PTALs Public transport accessibility levels (PTALs) are a detailed and accurate detailed and accurate measure of the accessibility of an area point to the public transport network, taking into account walk access time and service availability. PTALs reflect: <ul style="list-style-type: none"> walking time from the area the point of interest to the public transport access points; the reliability of the service modes available; the number of services available within the catchment; and the level of service at the public transport access points - i.e. average waiting time. PTALs do not consider: <ul style="list-style-type: none"> the speed or utility of accessible services; crowding, including the ability to board services; or, ease of interchange. 	Clarification	No

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