GOOD PRACTICE IN PARKING

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IHT Parking Guidelines

- Practical guide – for local authorities
- All parking (not just in new developments)
- From policy to scheme implementation
- The role of parking in delivering:
  - urban renaissance
  - transport and access objectives
  - land use strategies and decisions

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Parking Standards

History:

- Get cars off the street
- Developments must "wash own face" (i.e. minimum standards)

Problem:

- Encourage car use (pollution, congestion etc)
- Loosened urban fabric, hence car dependency
- Development formats changed to car-only access

Parking Standards

- Switch from minimum to maximum is slow
- requires integration with policy aims
- has potential knock-on parking effects
- is perceived as hindering development
- poorly understood (not helped by lack of guidance)
- active resistance
- Debate not about just numbers
- "Standards" - a substitute for thinking?

Levels of Parking

- Levels of parking should be an OUTPUT of accessibility planning. Three elements:

- Accessibility of site (all modes)

- Access profile of the development

- Provision, management of transport facilities, of which parking is one.

The new framework

- Parking management plans (LTP guidance)
- Local Transport Plans
- Transport Assessments
- Travel Plans
- Powers for workplace charging

# LEVELS OF PARKING PROVISION AND PATTERNS OF PARKING DEMAND

D   PEAK (POTENTIAL)

C   PEAK (ACTUAL/PREDICTED)
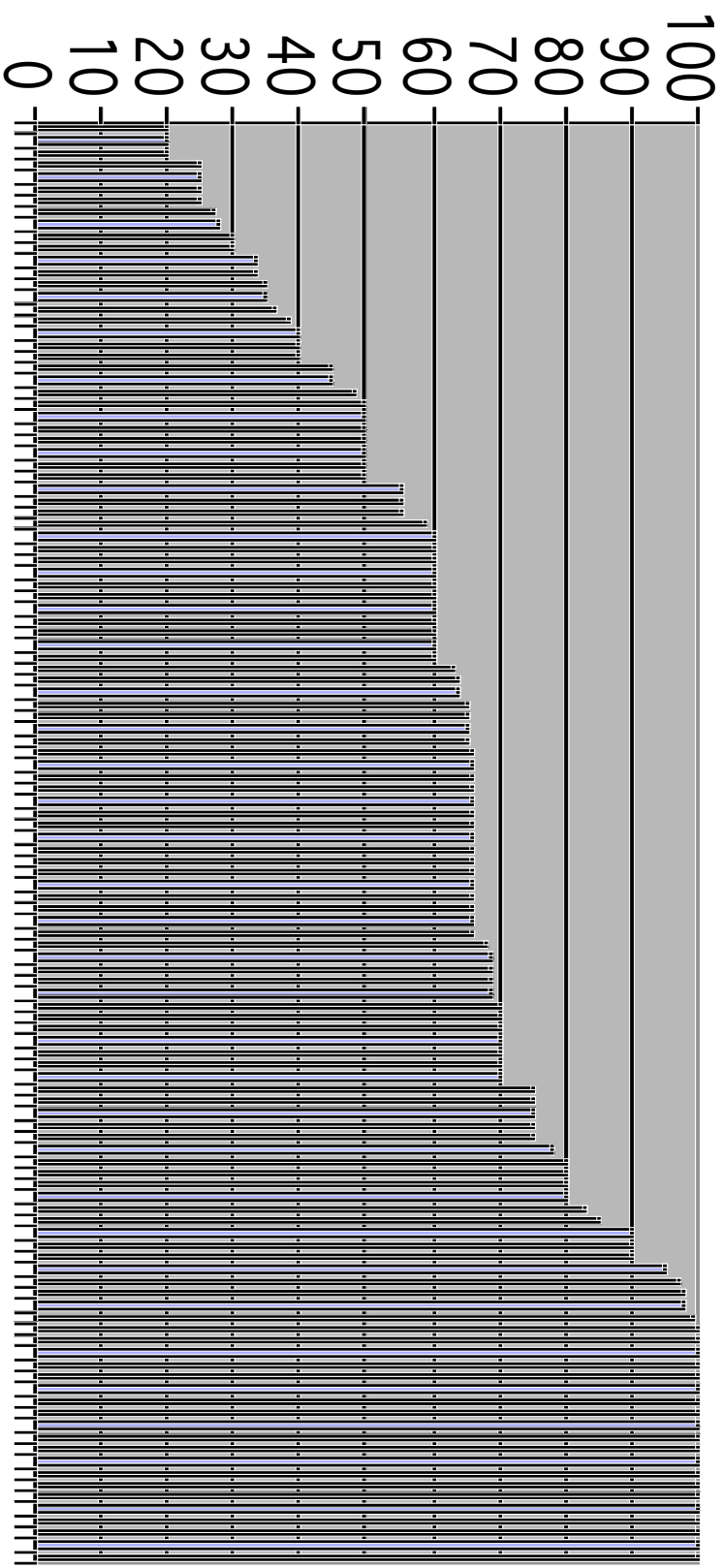
B   REDUCED PROVISION: DISPLACED DEMAND

A   REDUCED PROVISION RESTRAINED DEMAND

↕ Variable

↕ Variable

- PPG13 policy is for maxima **set** below C.
- B establish through local studies.
- A (maxima) is a matter of policy, but could be related to access or mode split targets.

HOUR OF DAY
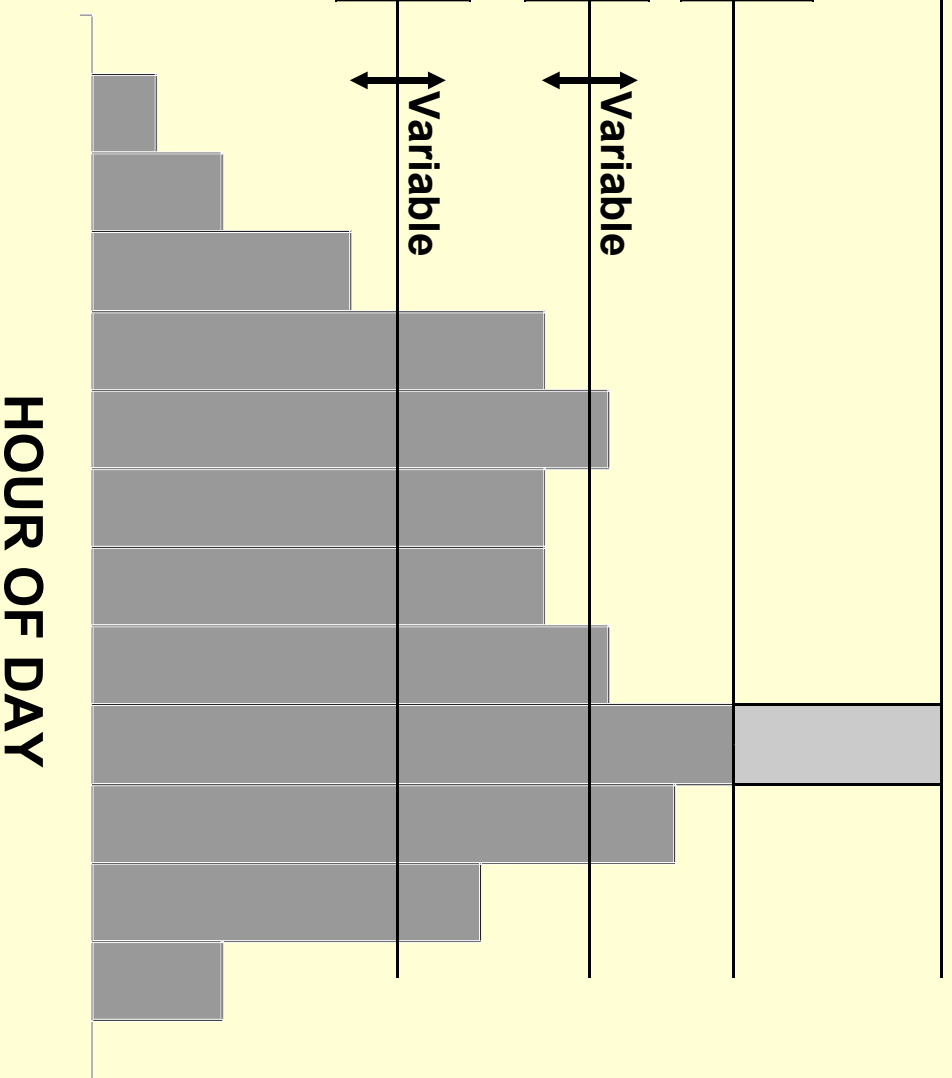
Peak Car Park Occupancy at 120 TRICS sites

Individual Sites
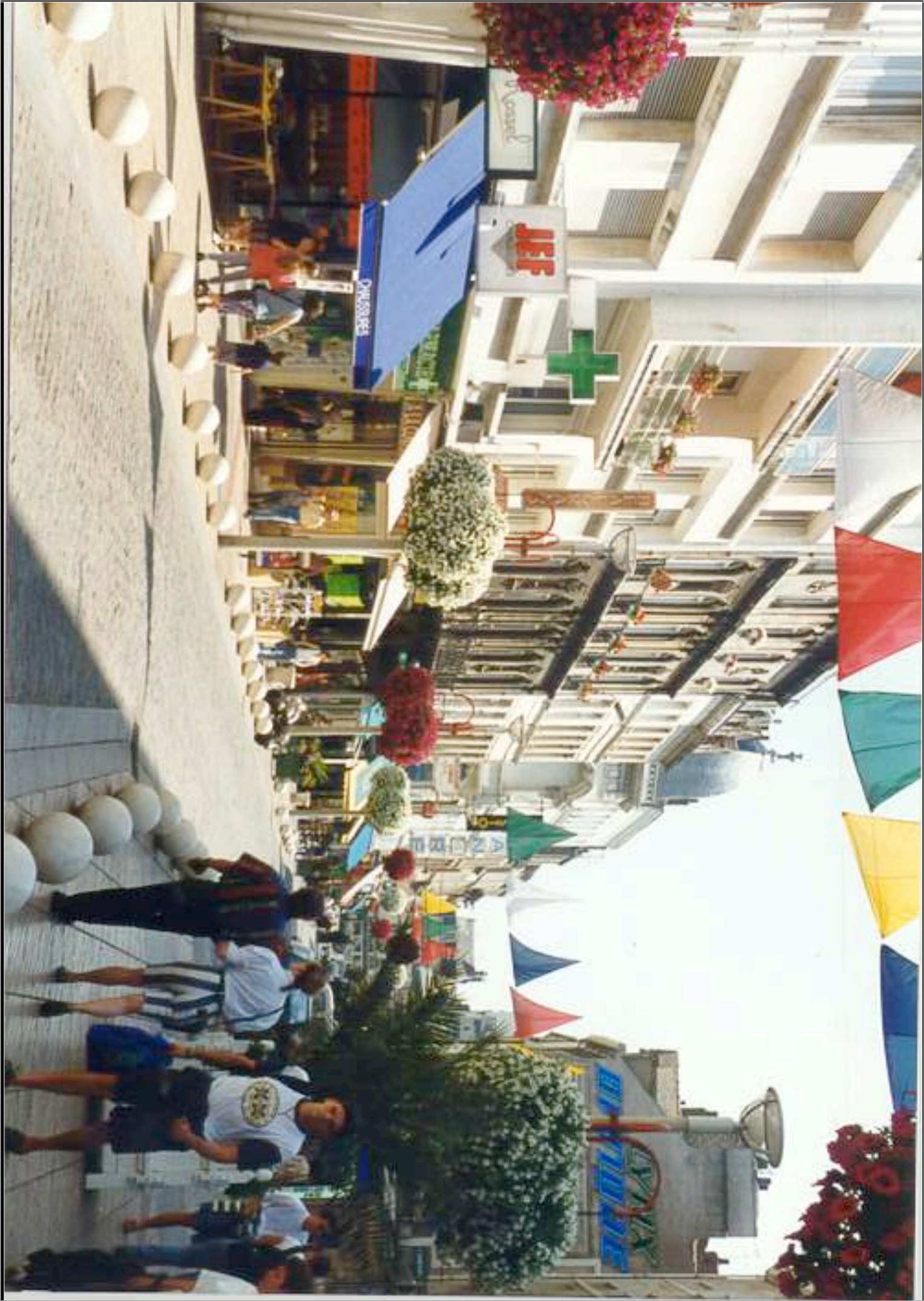
Destination choices – Car user

- Can I park there?
- Are the roads congested?
- Will I have to pay?

Destination choices:
Non-Car user

- Can I walk there?
- Is it safe?
- Is there a bus/train/tram?
- Can I meet all my needs in one place?
- How much will I have to pay?

Lower Levels of Parking?

- Development must change
- Location (sequential approach)
- Scale (catchment served)
- Walk, cycle public transport access
- On-street controls

A New Approach?

What if:

- No more dedicated private off-street parking?
- Parking was traded within a local private sector market?
- All parking was regulated according to public policy objectives?

Conclusion

- Lower on-site parking provision in new development

- Preferably zero

This means…

- Accessible locations (centres)

- Elsewhere, development serves smaller catchments (smaller scale, local needs)

Finally...

Parking should be decided with
- location,
- access,
- development size, scale and purpose