

Barnet Local Development Framework Examination in Public

Matter 7: Transport

Transport for London (TfL) statement on car parking 15th November 2011

1. Barnet council and the Greater London Authority (GLA) have agreed a statement of common ground which addresses all other outstanding strategic matters except for parking. This statement is presented to provide background to TfL position in response to the Inspectors question.

1. What is the justification for the Council's residential car parking policies and their divergence from those in the London Plan? How are the proposed parking standards consistent with other environmental objectives in the CS and DMP DPDs? Are the proposed parking policies for residential use too prescriptive?

2. TfL previously made representations in respect of the preferred option and submission version of the Core Strategy and Development Management Document. At each stage TfL has objected to the residential car parking ratios proposed in the pre submission version amendments to Development Management Document *Policy 17: Travel Impact and Parking Standards* which do not conform with the London Plan, all policies must be in accordance with the London Plan. TfL acknowledges that the council has reduced the level of parking from that proposed in the submission version however this does not conform with London Plan *Policy 6.13* including *Table 6.2*.

3. Where the Barnet LDF *Policy DM17* parking standards differ from the London Plan are in relation to 1 and 2 bed units. The London Plan *Policy 6.13* including *Table 6.2* requires a parking ratio of less than 1 space per unit for 1 and 2 bed units. The Barnet LDF *Policy DM17* requires a parking ratio of between 1 and 1.5 spaces per unit for 2-3 bed flats or terraced houses, and 1 to less than 1 for 1 bed units consisting mainly of flats. The main difference is in relation to the type of unit, e.g. flats or houses and in application of the maximum standards.

4. The Barnet LDF *Policy DM17* recognises the London Plan *Policy 6.13* including *Table 6.2* requirement that '*all developments in areas of good public transport accessibility should aim for significantly less than 1 space per unit*'. This is supported and gives both the council and TfL some flexibility in the application of the policy.

5. TfL recognises the need for local authorities to address local issues when setting local policies and making development control decision. As a result, TfL, GLA and the Outer London Commission (OLC) are currently considering options for outer London Boroughs through drafting of the GLA Housing SPG. Whilst the final form of the document is yet to be agreed the following principle has been agreed by GLA and TfL:

The Mayor is currently conducting a review of residential car parking standards in conjunction with Transport for London and with the advice of the

Outer London Commission. In particular, he is considering the scope for greater flexibility in different parts of London having regard to patterns of car ownership and use, levels of public transport accessibility, the need for integrated approaches to on- and off-street parking, efficiency in land use and overall impact on the environment and the transport network. Further alterations to this Plan will be brought forward as appropriate, and in the meantime supplementary guidance will be issued giving further details and advice.

6. Based on the above wording TfL accepts that a number of factors should be considered when applying parking standards and TfL's understands there are 3 key issues which may have prevented Barnet from adopting London Plan parking standards:

(1) referable applications considered by the Mayor of London but in areas of low Public Transport, for example with a PTAL of 2 and below;

(2) non referable applications not considered by the Mayor of London; and

(3) overspill parking pressure and implementation of controlled parking zones

7. TfL therefore asks the inspector to ***direct Barnet to replicate the maximum parking standards in the LDF Policy DM17 as set out in the London Plan, whilst providing in the sub text wording which allows these standards to be applied flexibly.*** This could highlight the issues identified above as well as other circumstances.

8. TfL wishes to see the inspector agree that parking standards contained in Policy *DM17* conform with London Plan *Policy 6.13* including *Table 6.2* but in doing so has regard to the issues raised in this statement.

9. TfL is satisfied that all other transport issues have been resolved and the Barnet LDF complies with the London Plan.