

Camden Planning Guidance

Transport

London Borough of Camden

CPG 7



CPG7 Transport

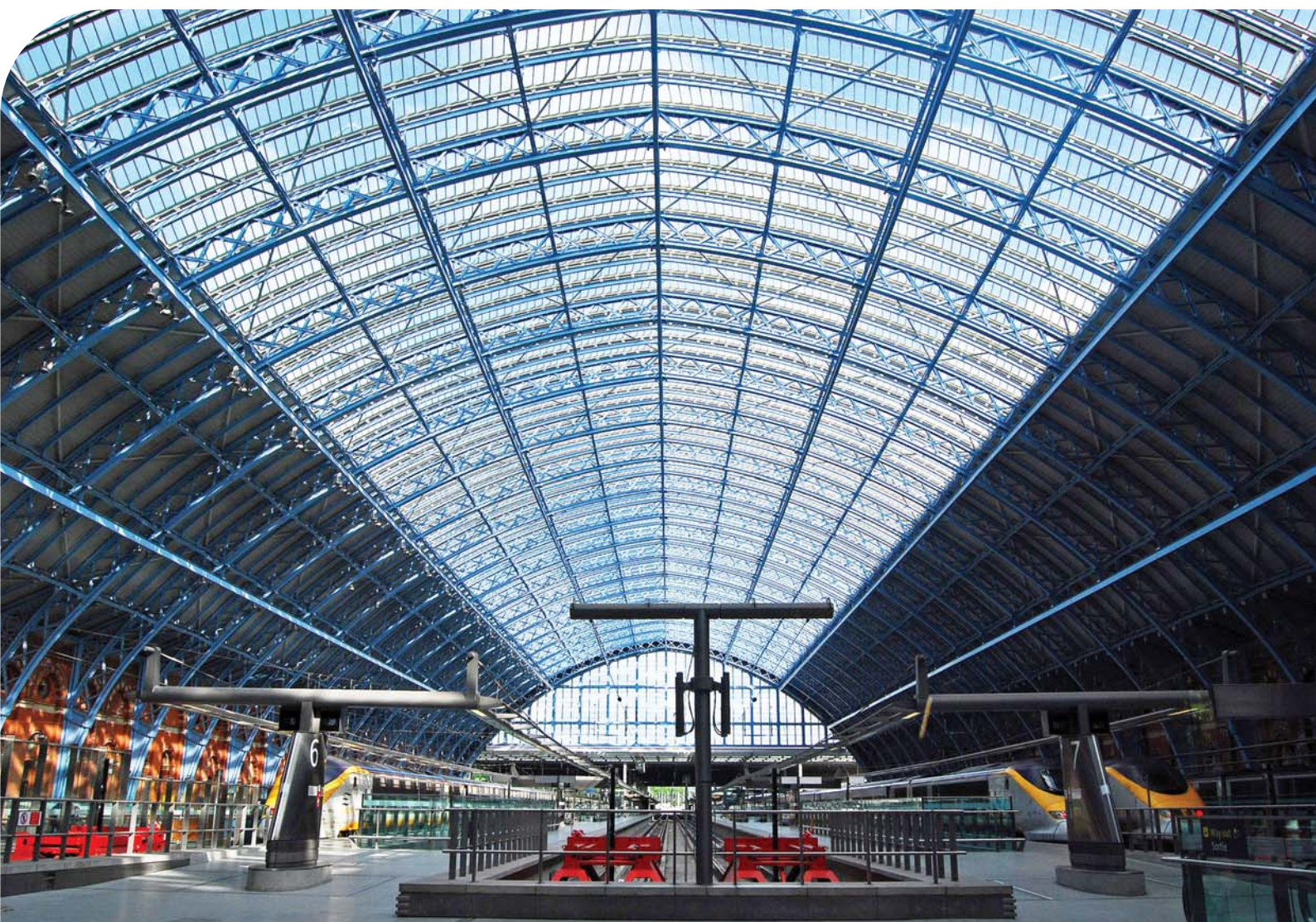
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6 On-site car parking

KEY MESSAGES

This section includes detailed guidance on:

- Implementation of numerical car parking standards
- Dimensions and layout of spaces, including dedicated spaces for disabled people
- Underground and stacked parking
- Car clubs and pool cars
- Electric charging points

6.1 This section assists applicants for developments that will involve the provision of off-street parking spaces.

6.2 It relates to Core Strategy Policy CS11 - *Promoting sustainable and efficient travel* and policy DP18 - *Parking standards and limiting the availability of car parking*; and Appendix 2 Parking standards of the Camden Development Policies. It should be read in conjunction with section 6 of this guidance on vehicle access.

When does this apply?

6.3 This guidance applies to planning applications that involve creation of off-street parking spaces, in line with the standards set out in the Camden Development Policies. The parking requirements for emergency services, such as ambulance, fire and policing facilities, will be assessed on an individual basis, having regard to the specific operational needs of a particular use.

6.4 Applicants should first seek to minimise car use from their development, in accordance with Core Strategy Policy CS11 and policies DP16-DP20 of the Camden Development Policies. Alternative measures include:

- provision for walking, cycling and public transport;
- car-free development so that there is no need for parking; and
- car clubs and pool cars.

How should on-site car parking be provided?

6.5 Standards for the number of spaces required for car parking and servicing are given in Camden Development Policies Appendix 2.

6.6 Thresholds and standards are given as a gross floor area (GFA) relating to the development as a whole, and are not intended to be applied separately to individual units that form part of a larger development. Shared use of parking spaces and servicing bays between units will be encouraged where practical.

- 6.7 Where a development crosses a threshold, requirements apply to the entire floorspace, not only the floorspace above the threshold. For example, for hotels, the requirement for visitor parking spaces for people with disabilities is 1 space per 1,250 sq m from a threshold of 2,500 sq m (Development Policies Appendix 2). This means that no requirement applies to a hotel of 2,000 sq m, but for a hotel of 5,000 sq m, a requirement of 4 spaces for disabled visitors applies.
- 6.8 Paragraph 18.7 of Camden Development Policies addresses the provision of parking for employees with a need for “continuous access to a car for work purposes”, as part of the maximum standards for employment generating uses. For the removal of doubt, this refers to travel needs that cannot be met by walking, cycling or public transport, and relates to access during the working day, not commuting to and from work

Dimensions and layout of car parking spaces

- 6.9 Figure 2 below sets out our minimum standards for the dimensions and layout for off-street car parking spaces.

Figure 2. Dimensions and layout of car parking spaces

Off-street car parking space (standard)	2.4m wide by 4.8m deep.
Front Garden/Forecourt	5.0m wide by 6.0m deep.
Off-street car parking space for use by disabled people	3.3m wide by 4.8m deep.
Layout of car parking spaces for general use	<p>90° parking – aisles may be two-way The minimum aisle width between the ends of spaces is 6.0m</p> <p>60° parking – aisles must be one-way The minimum aisle width between the ends of spaces is 4.2m</p> <p>45° parking – aisles must be one-way The minimum aisle width between the ends of spaces is 3.6m</p>

- 6.10 Disabled parking should be in line with the Mayor’s Draft London Housing Design Guide SPG (July 2009), which states in paragraph 3.3.2 that “Each designated wheelchair accessible dwelling should have a car parking space 2.4m wide with a clear access way to one side of 1.2m wide”.
- 6.11 Dedicated car parking spaces for use by disabled people should be designated with appropriate markings and signs. These spaces should be located as close as possible to main pedestrian entrances and passenger lifts. There must be no obstruction – such as a raised kerb or

heavy doors - between the parking spaces and the entrance to the building. In considering the appropriateness of distances to the furthest facility served by a dedicated parking space, the following guidelines will be taken into account:

Uncovered route	Less than 50m
Covered route (unenclosed or part enclosed)	Less than 100m
Completely enclosed route (unaffected by bad weather)	Less than 200m

- 6.12 In addition to dedicated parking spaces, where premises are likely to attract visits by the public, vehicular setting down and picking up points suitable for use by disabled people should be available as close to main building entrances and passenger lifts as possible.

Underground and stacked parking

- 6.13 Because of the high cost of land in Camden, some developers are seeking to use more space-efficient forms of car parking, such as underground and 'stacked' parking.
- 6.14 Whilst the Council considers that such provision can be appropriate in some circumstances, it must not cause harm in terms of visual impact and safety. In particular, proposals for underground and stacked parking would need to satisfactorily address potential issues in relation to vehicles queuing/ waiting, and impact on the highway, congestion and safety as vehicles manoeuvre around the site, along with any archaeological implications.
- 6.15 As with any car parking provision, underground and stacked parking must meet Camden's parking standards.

Car clubs

- 6.16 Paragraphs 11.18 of the Camden Core Strategy and 18.14 and 18.15 of the Camden Development Policies encourage the provision of car club spaces as an alternative to the provision of private car spaces, in order to make private transport more sustainable.
- 6.17 We will seek publicly accessible spaces, where provision is made as part of development. This enables spaces to form part of a wider network, improving accessibility to spaces, benefitting the local community and reducing impact on the public highway (by avoiding the provision of additional on-street spaces).
- 6.18 Developers should provide spaces for a Camden-approved city car club operator. Please contact the Council for our full list of approved operators.
- 6.19 The Council's preference is for the provision of car club spaces for electric or low carbon vehicles.



Electric charging points

- 6.20 As part of our approach to making private transport more sustainable, the Council promotes the use of low emission vehicles, including through the provision of electric charging points (see Camden Core Strategy Policy CS11).
- 6.21 Electric charging points allow electric vehicles to charge up whilst parked, ready for the next journey, and are normally located in dedicated parking bays. Further information on electric charging points can be found at: <http://www.newride.org.uk/>
- 6.22 We will seek the provision of electric charging points as part of any car parking provision in new developments (policy DP18 of the Camden Development Policies). The emerging London Plan (policy 6.13 Parking) states that 1 in 5 new spaces provided in new developments should provide charging points.
- 6.23 The Council will promote provision of electric vehicle charging spaces as an alternative to any general car parking spaces, but particularly if the charging spaces will be for electric pool cars or electric car-club cars. We will encourage use of renewable energy to provide power for charging points.
- 6.24 Parking for low emission vehicles, pool cars and car clubs should be provided from within the general car parking allowed by Camden's parking standards. If they are provided in addition to general car parking spaces, they are unlikely to be effective in encouraging more sustainable means of transport, and to the Council's overall aim of reducing congestion in the Borough.

Further information

- 6.25 The creation of off-street parking spaces will often require the creation of a new vehicle access to a site. This section should therefore be read alongside section 6 of this guidance on Access to sites for motor vehicles, which sets out how proposals involving new means access are judged in terms of impact on the highway, safety and visibility for emerging vehicles.

- 6.26 Other useful sources of information include:
- Mayor’s draft Housing SPG, which contains detailed guidance on the levels of car parking;
 - Manual for streets; DfT; 2007, which provides guidance on accommodating car parking within the street environment; and
 - Camden Parking and enforcement plan, which sets out a comprehensive approach to managing parking and addresses the need for effective enforcement of parking controls, for both on-street and off-street parking.

7 Vehicle access

KEY MESSAGES

- Planning permission must be sought for works to create or alter an access onto a classified road
- The Council will not approve applications that would cause unacceptable parking pressure or add to existing parking problems

- 7.1 This section gives guidance on designing developments to provide safe access and use by motor vehicles, ensuring that new means of access do not cause harm to the safety of other users of the development and the adjacent highway. It focuses on the Council's approach to planning applications that include new footway crossovers and new access routes to enable access to properties and sites.

Footway crossover

A dropped kerb or short ramp to permit vehicle access.

- 7.2 It relates to Core Strategy Policy CS11 - *Promoting sustainable and efficient travel* and policies DP18 - *Parking standards*; DP19 - *Managing the impact of parking*; and DP21 - *Development connecting to the highway network* within the Development Policies.
- 7.3 This section provides guidance on how proposals are judged in terms of:
- impact on the highway network and on-street parking conditions;
 - visibility and sightlines for emerging vehicles;
 - impact on the footway;
 - layout and dimensions for footway crossovers; and
 - Preventing waiting on the highway for schemes that include controlled access points, lifts and ramps.

When does this apply?

- 7.4 This guidance applies to planning applications that involve a change in the way that a site is accessed from the highway.
- 7.5 Planning permission must be sought for works to create or alter an access onto a classified road, including a crossover over a footway or pavement to provide access onto private land. However, there are certain circumstances where planning permission may not be required for access to a paved area or garage. These can include an access:
- from a road that is not classified (classified roads are listed in the Camden Network Management Plan);
 - to a property that is not subdivided into flats, and is occupied by a single household.

Classified road

A road which has a number in the national road system (i.e. M - motorway, A - first-class road, and B - secondary road).

- 7.6 Before considering applications for vehicle access we will first assess how an application has sought to minimise car use in accordance with Core Strategy Policy CS11 and policies DP16 - DP20 of the Camden Development Policies document. Relevant alternative measures include:
- provision for walking, cycling and public transport;
 - car-free development so that there is no need for parking; and
 - car clubs and pool cars.

- 7.7 It should also be noted that, separately to planning permission, consent is required from the relevant Highway Authority for a new or altered access from the public highway onto private land, and must be obtained before embarking on any work. The Council is the Highway Authority for all public roads in the Borough except the Transport for London Road Network (see Development Policies Map 1), for which, Transport for London is responsible.

How should vehicle access be provided?

- 7.8 Access to a site by motor vehicles will either be by driving over the footway using a crossover or the footway will be interrupted by a new junction to create a level access direct from the carriageway:
- Crossovers may be appropriate where the site is not intensively used by vehicles. The Council's Street Management Division will advise on the appropriateness of crossovers and, where a crossover is appropriate, will generally carry out its construction at the developer's expense, in accordance with the design requirements set out in the Camden Streetscape Design Manual;
 - Direct access using a new junction is likely to be appropriate either where the site is intensively used by vehicles, or where access is required by heavy goods vehicles. The Council will seek adoption of new roads, and so they must be designed in conjunction with the Council's Street Management Division (see Development Policy DP21).

Impact on the highway network and on-street parking conditions

- 7.9 The Council's approach to development and highway management is set out in policy DP21 of the Camden Development Policies, which seeks to ensure that new connections to the highway network from developments do not cause harm to the network, to its users or the environment. Applicants whose schemes will connect directly to the highway network should also refer to Camden's Network Management Plan and consult Council.
- 7.10 The creation of off-street parking and new access routes frequently involves the loss of on-street parking spaces due to the creation of a

crossover over the kerb. As set out in paragraphs 19.6 - 19.9 of the Camden Development Policies document, we will not approve applications for planning permission (and for highways consent) that would cause unacceptable parking pressure or add to existing parking problems.

- 7.11 Camden's Parking Enforcement Plan Parking provides regularly updated parking permit data, which is used to establish levels of on-street parking pressure on each of Camden's roads. This information will be used when considering the acceptability of applications that would involve the loss of on-street parking spaces.
- 7.12 We will require developments to be car free, where necessary, in order to avoid harmful impacts on on-street parking conditions through the creation of new access routes (see section 4 of this guidance for more information on our approach to car free development).

Visibility and sightlines for emerging vehicles

- 7.13 Vehicles joining the highway network need clear views of pedestrians, cyclists and other traffic, and users of the highway network need clear views of those joining it. Views can be obstructed by boundary treatments and parked cars. The relationship between motor vehicles and cyclists and pedestrians is particularly sensitive.
- 7.14 Adequate visibility for emerging vehicles should be provided with new vehicle accesses, or development that effects existing vehicular accesses. Developers should refer to the Manual for Streets for guidance.

Layout and dimensions for footway crossovers

- 7.15 It is essential that footway crossovers do not harm ease of pedestrian movement, and the front building line should provide a minimum pavement width of at least 1.8 metres. Any changes to the public highway would need to be approved by the highway authority and design details should be discussed with Camden highway authority prior to the submission of an application.
- 7.16 It is important that new access points are not overly steep, in order to allow for safe and convenient access. For normal pavement crossovers that involve a dropped kerb, the Council will apply the following gradients:
- Vehicular ramps from the carriageway to the area of level footway should be a maximum of 15% (1:6);
 - For pedestrians dropped kerbs should be a lower gradient.
 - For longer vehicular ramps, the Council will apply the following gradients:
 - Vehicular ramps should be a maximum gradient of 10% (1:10)

- For pedestrians, ramps should be a maximum gradient of 1:12, in line with the Disability Discrimination Act (DDA) requirements (although a gradient of 1:20 is preferred)

7.17 Where possible, the ground floor level of a development should be the same as the level of the highway, in order to avoid the provision of unnecessary steps, and to allow the footway to be constructed with an adequate slope (i.e. “crossfall”) to allow water run off.

Preventing waiting on the highway: Controlled access points, lifts and ramps

7.18 Sometimes it will be necessary to provide a limited amount of space for vehicles on the site or curtilage, with controls at the point of entry and/ or provision of vehicle space at a different level from the street, accessed by a vehicle ramp or lift.

Curtilage
The enclosed area of land adjacent to a dwelling house.

7.19 In each case, an area should be provided within the site for all vehicles waiting for a traffic signal, barrier or vehicle lift. This area should be sufficient to accommodate the maximum likely number of queuing vehicles, without any obstruction to pedestrians and vehicles using the public highway. Where a lift, ramp or other access is only available to one vehicle or direction of flow, there must be space at each end for leaving vehicles to pass those queuing to enter.

7.20 Depending on expected traffic flows, access roads may be expected to be two-way. Segregated areas for pedestrians and/ or cyclists may also be required.

Further information

7.21 The Council’s Road Network Management Plan establishes the road hierarchy in Camden and provides a list of classified roads in the borough. It sets out how the Council will manage the road network in order to provide for efficient movement of vehicles and pedestrians and reduce disruption and congestion.

7.22 The Camden Streetscape Design Manual provides information on the Council’s expectations for the detailed design and layout of highways, footways and public spaces in Camden. Detailed consideration should be given to the Manual before designing any highway works.

7.23 Other relevant documents include:

- Department of Environment, Department of Transport Design Bulletin 32 - Residential Roads and Footpaths - Layout Considerations – which describes the main considerations that should be taken into account in the design of residential layouts. It also takes into account new initiatives on matters such as road safety and includes references to improvement schemes on existing estates.

- Design Manual for Streets; DfT, 2007 – which provides advice for the design of residential streets and the creation of sustainable and inclusive public spaces.
- Design manual for roads and bridges – which is a series of 15 volumes that provide official standards, advice notes and other documents relating to the design, assessment and operation of trunk roads and motorways.

7.24 Regard should also be had to:

- the creation of high quality streets and public spaces (see section 7 of this guidance);
- potential community safety issues associated with forecourt parking – see Core Strategy policy CS17 and Designing safer environments section of the CPG1 Design.

