

There are high levels of car ownership and usage in Three Rivers, and the demand for and management of parking is an important issue for the district. Three Rivers has Controlled Parking Zones in Rickmansworth and Chorleywood and other parking schemes, including permit parking, which have been established to meet the requirements of existing residents in areas where off-street parking is either limited or not available. Parking space in many areas is frequently used to maximum capacity and, as a consequence, there may be a conflict in the use of space between existing residents and occupiers of new properties.

The provision and management of parking is also an important factor in helping to influence travel demand and modes of travel. As noted within the NPPF, consideration for parking needs to be integral to the design of schemes alongside patterns of movement and can contribute to making high quality places through the reduction in congestion, carbon emissions and unreliable journey times.

Parking
<ol style="list-style-type: none"><li>1) Development should make provision for parking in accordance with the parking standards and the zone based reductions set out in Appendix X (Parking Standards)</li><li>2) Car parking spaces should be provided in line with the dimensions set out in the Government's Manual for Streets document and any subsequent updates.</li><li>3) 20% of car parking spaces for major developments (10 dwellings or more) should be unallocated. Major developments should provide a parking management plan to demonstrate how on-site parking spaces will be reserved for residents only.</li><li>4) Off-street vehicle parking for new developments should be provided such that the level of any resulting parking on the public highway does not adversely impact road safety or the movement of other road users.</li><li>5) Areas providing parking should be an integral part of a proposal. They should preserve a building's setting and the character of the surrounding area and should provide adequate soft landscaping and surface material to avoid adverse visual impacts and to manage surface water runoff.</li><li>6) The council will encourage the delivery of infrastructure to support the use of low carbon transport, including requiring electric vehicle charging points to be provided as part of new development in accordance with the standards set out in Appendix 3.</li><li>7) The provision and/or improvement of a car club by a new development will be supported if deemed to be in an appropriate location.</li></ol>

### Reasoned Justification

National policy states that when setting local parking standards for residential and non-residential development local planning authorities should take account of:

- The accessibility of the development;
- The type, mix and use of development;

## Appendix 12 - Parking

- The availability of and opportunities for public transport;
- Local car ownership levels; and
- The need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

Parking standards are required in Three Rivers to manage the network and reduce pressure on the on-street supply of parking which can give rise to problems of congestion and reduce road safety.

There is also a need to ensure that sufficient parking is provided to address the needs of all users including parking for people with disabilities, for motorbikes, as well as providing sufficient spaces for low emission vehicles and electric vehicle charging equipment.

Supporting the use of lower emission vehicles as an alternative to high emission vehicles is an important measure to reduce air pollution and carbon emissions in the district.

In order to support sustainable transport choices **and cycle parking standards**, it is also essential that sufficient cycle parking provision is accommodated as part of new development, and that this is safe, secure and convenient for users.

The proposed parking standards (Appendix X) set out the amount of parking to be provided takes account of a number of factors including seeking to reduce unnecessary car trips, promoting effective use of land, making development viable and not creating on street parking pressure which undermines quality of life.

It is proposed that these standards will be applied as a 'standard' (rather than a 'maximum') which may be adjusted upward or downward if robust evidence is provided. As such, the car parking standards should be taken as a starting point and any proposed scheme will be assessed accordingly.

The standards promote fewer spaces in locations better served by public transport. The emphasis is on not trying to provide spaces where they are unnecessary. There may also be opportunities for low car or car free development in highly sustainable locations close to public transport interchanges where space for parking is constrained and controlled parking measures are, or can be put, in place.