



The countryside charity  
London

## London Boroughs Parking Policy Benchmark 2022

**We are calling on all London boroughs to re-assess their parking policy now!**

**Parking policy is key to combatting the climate crisis, improving air quality, promoting active, shared and sustainable travel, making transport more accessible, and delivering safe and attractive streets.** It is one of the most effective tools local authorities can use to reduce car use and ownership and is about much more than just providing parking spaces.

**But not all local authorities are using parking policy to full effect.** As well as controlling street parking, they have powers to set parking levels in new developments; manage car parking on housing estates, as well as at council buildings, town centres and other destinations; and even charge a levy on workplace parking. A good parking policy should bring all of these functions together, and integrate seamlessly with council objectives on the environment, transport, public realm and sustainable development.

**So we have created an assessment tool – the 2022 Parking Policy Benchmark – designed to enable borough officers, councillors and campaigners to measure how close their local authority has come to creating an effective, joined-up parking policy for the 21st century and identify areas for improvement.** Policies are divided into ten areas. For a rating of ‘Good’ in an area, a parking plan must contain all or all but one of the policies listed. Half of the policies or more equals a rating of ‘Needs improvement’, and fewer than half equals a rating of ‘Needs urgent action’.

**Help and feedback.** This benchmark has been written in consultation with sustainable travel organisations and involved assessment of a number of local authority parking policies. It builds on the recommendations of the Centre for London’s [Reclaim the kerb: The future of parking and kerbside management in London](#) report of 2020. We are keen to hear your feedback and are happy to answer questions or provide help. Please contact Alice Roberts [alice@cprelondon.org.uk](mailto:alice@cprelondon.org.uk) or Will Petty [microlambert@gmail.com](mailto:microlambert@gmail.com).

With thanks to volunteer Hannah Eldon.

Borough: \_\_\_\_\_

Area	Parking policies (select all that apply)	Borough rating (select one)	Borough notes
<p>1. Principles and vision</p>	<ul style="list-style-type: none"> <li>● Recognition of the need to reduce car use and ownership, and the role parking policy plays in this</li> <li>● Recognition of the role parking policy plays in improving air quality and public health</li> <li>● Recognition of the role parking policy plays in creating safe and attractive streets</li> <li>● Recognition of the role parking policy plays in reducing greenhouse gas emissions</li> <li>● A pledge to make parking policy fair for all residents, not just car owners</li> <li>● A hierarchy of kerbside use that places Blue Badge holders and sustainable uses above car parking</li> </ul>	<p>Good</p> <p>Needs improvement</p> <p>Needs urgent action</p>	
<p>2. Controlled parking zones (CPZs)</p>	<ul style="list-style-type: none"> <li>● Inclusion of on-street parking in a CPZ wherever it is practical to enforce it</li> <li>● Numerous small CPZs rather than a few large ones, with no exemptions for residents of other CPZs</li> <li>● A surcharge on any additional parking permits beyond one per household</li> <li>● Steps to prevent conversion of front gardens to parking, including banning pavement crossovers, wherever this is a risk</li> <li>● New developments to be car-free wherever possible, and subject to CPZs if not</li> </ul>	<p>Good</p> <p>Needs improvement</p> <p>Needs urgent action</p>	

<p>3. The cost of parking</p>	<ul style="list-style-type: none"> <li>● A minimum charge of at least £150 for a year's parking permit, regardless of fuel or car type</li> <li>● Parking charges differentiated by fuel type and/or size, with larger/dirtier vehicles paying more</li> <li>● No free parking (except for Blue Badge holders where appropriate)</li> <li>● Secure cycle storage (e.g. in a cycle hangar) that costs no more than one-sixth the price of the cheapest car parking permit</li> </ul>	<p>Good</p> <p>Needs improvement</p> <p>Needs urgent action</p>	
<p>4. Electric vehicles (EVs)</p>	<ul style="list-style-type: none"> <li>● Recognition that EVs are still not a sustainable form of transport, and should come below active and sustainable travel in hierarchies of use</li> <li>● Recognition of the social cost of EV parking, including use of public space and risk of increased congestion, with EV parking costs that reflect this</li> <li>● Recognition that electric vehicles are preferable to fossil fuel vehicles, and appropriate incentives to usage</li> <li>● A pledge that new EV charging infrastructure will be put in the roadway, not on the pavement</li> </ul>	<p>Good</p> <p>Needs improvement</p> <p>Needs urgent action</p>	
<p>5. Accessibility</p>	<ul style="list-style-type: none"> <li>● Adequate Blue Badge parking wherever there is need, to be removed only following a thorough audit</li> <li>● Commitment to tackle Blue Badge fraud and abuse</li> <li>● Recognition that parking policy has an impact on disabled people who don't drive, as well as those who do</li> <li>● Use of kerb space to maximise the ability of disabled people to choose sustainable forms of</li> </ul>	<p>Good</p> <p>Needs improvement</p> <p>Needs urgent action</p>	

	transport, for example by providing space for storing adaptive cycles		
6. Short-stay parking	<ul style="list-style-type: none"> <li>• Recognition that reducing the supply of short-stay parking is a way to reduce car trips</li> <li>• A minimum charge for short-stay parking that is at least equal to the cost of a return bus trip</li> <li>• Removal of short-stay parking in high-access areas, such as town centres and high streets, to improve the public realm</li> <li>• A levy on workplace parking charged to businesses above a certain size</li> </ul>	<p>Good</p> <p>Needs improvement</p> <p>Needs urgent action</p>	
7. Reducing parking	<ul style="list-style-type: none"> <li>• Publication of an accurate and up-to-date audit of kerbside use as a basis for decision-making</li> <li>• Targets and incentives for reduction in the amount of space dedicated to parking, within a fixed time frame</li> <li>• Simple, well-publicised mechanisms whereby parking space can be switched to sustainable uses such as parklets in response to resident demand</li> </ul>	<p>Good</p> <p>Needs improvement</p> <p>Needs urgent action</p>	
8. Pedestrian environment	<ul style="list-style-type: none"> <li>• Installing new street infrastructure, including street trees, EV charging etc., on the roadway (taking space from parking), and keeping pavements clutter-free</li> <li>• Use of kerb space for planting, for example SUDS, to make streets more attractive and mitigate flood risk</li> <li>• Use of kerb space to create places for people to dwell and play, such as parklets, especially in areas with low access to outdoor space</li> <li>• A commitment to end pavement parking wherever it is currently allowed</li> </ul>	<p>Good</p> <p>Needs improvement</p> <p>Needs urgent action</p>	

	<ul style="list-style-type: none"> <li>No changes to pavement height associated with dropped kerbs for vehicle access</li> </ul>		
9. Active, shared and sustainable travel	<ul style="list-style-type: none"> <li>Use of kerb space to ensure demand is met for cycle parking and storage, including cargo bikes and adaptive cycles</li> <li>Use of kerb space for car clubs/car sharing</li> <li>Use of kerb space for cycle/scooter hire</li> <li>Removal of parking spaces in order to make cycling and bus routes safer and more convenient</li> </ul>	<p>Good</p> <p>Needs improvement</p> <p>Needs urgent action</p>	
10. Estate parking	<ul style="list-style-type: none"> <li>Estate parking to be included in CPZs of the same standards applied to on-street parking</li> <li>Estate parking permit prices that are in line with on-street parking permits</li> <li>Adequate cycle storage on all estates</li> <li>Estate parking to be subject to the same principles of conversion to sustainable uses as on-street parking</li> </ul>	<p>Good</p> <p>Needs improvement</p> <p>Needs urgent action</p>	