

**PPG 13:  
TRANSPORT  
Review of Recent  
Revisions**

**DLP BRIEFING NOTE 58**

Prepared by  
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**Planning Policy Guidance 13: Transport** (PPG 13) sets out the Government's objectives for the integration of planning and transport at the national, strategic and local levels, and to promote more sustainable transport choices both for carrying people and for moving freight. A revised version of PPG 13 was recently issued replacing the previous document (dated March 2001). It should be noted that this was not a complete rewrite and therefore does not have the designation of a Planning Policy Statement (PPS), as have all recent policy documents. It should also be read together with other policy and standards documents such as Planning Policy Statement 3: Housing.

Phillip Hammond, Transport Secretary, described the revisions to PPG 13 as:

***"A key step in ending the war on the motorist. For years politicians peddled the pessimistic, outdated attitude that they could cut carbon emissions by forcing people out of their cars. But this Government recognises that cars are a lifeline for many people – and by supporting the next generation of electric and ultra-low emission vehicles, it can enable sustainable green motoring to be a long-term part of Britain's future transport planning."***

#### **(i) Key Changes**

Paragraphs 49 to 56 of the PPG have been updated, and paragraphs 12-17 been deleted. The updated text affects parking standards for new residential development and abandons the setting of parking charges to encourage use of alternative methods of transport. In summary, the key changes include:

- **Paragraphs 12-17, which refer to policies on housing development have been deleted as this has been superseded by Planning Policy Statement 3: Housing.**
- **The stated aim to reduce the amount of parking in new development as part of a package to promote sustainable travel choices has been deleted.**
- **The restriction on parking levels in residential developments has been removed.**
- **The references to the application of 'maximum' parking standards have been generally removed. References are retained in new paragraphs 52 and 53 but these paragraphs along with Annex D, which sets out maximum parking standards for certain classes of development (excluding residential), are only to remain in place until such time individual local planning authorities prepare local parking standards as part of their Local Development Framework**
- **The statement that car parking charges should be used to encourage the use of alternative modes has been deleted. The statement that the Regional Transport Strategy should set the context for parking controls and charges by each local authority has also been deleted.**
- **As per the previous version of PPG 13, it states that policies on parking should be co-ordinated with parking controls and charging, but now states that the parking controls should be 'proportionate' so as to not undermine the vitality of town centres.**

#### **(ii) What does this mean for Developers?**

A key impact of the revised PPG is the change of emphasis, away from directing car parking provision on new developments via national guidance, and makes a statement in favour of providing greater flexibility for local planning authorities to determine parking requirements according to local circumstances. In areas where Councils believe that there is a demand for housing development with greater parking provision, they will be able to specify these levels at the district level.

The new PPG 13 also marks a move away from a policy of applying maximum parking standards in new development, although, confusingly, references to maximum parking standards are not completely removed from the revised text. Annex D, which refers to non-residential development, is still entitled '*Maximum Parking Standards*'.

The changes should mean that parking standards are less rigid with levels of parking based more on the location and local context of the site. This change of emphasis gives more control to local authorities to set parking standards, however, in practice, many local authorities' standards did not correctly reflect the previous national policy guidance, and revising these again may not be a priority. It is considered that in the interim, there is more scope for applicants to provide evidence to support proposed parking levels that are based upon the operational requirements of the development (and location), whilst still encouraging non vehicular modes of travel.

**DLP Transportation** has extensive experience in resolving parking issues for all types of development as part of a Transport Assessment or Transport Statement. This includes the justification of parking levels where a higher than normal level is being proposed and also of "car free" developments, where appropriate.

If you require more information or would like to discuss parking issues please contact:

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