

Studies have shown that the availability of car parking is a major influence on the choice of transport and that levels of parking provision can be more significant than levels of public transport provision in determining mode of travel (particularly for the journey to work). Reducing the amount of parking in new development is therefore essential, as part of a package of planning and transport measures, to promote sustainable travel choices.

PPG13 states that co-operation between neighbouring planning authorities will help to avoid wasteful competition between different locations based around the supply or cost of parking. It also places emphasis on the use of parking charges as a control mechanism. Again a co-ordinated approach is recommended so that appropriate charges are established that do not undermine the vitality of other centres. It is clear that any parking controls, both on-street parking and in car parks, require adequate enforcement measures for them to be a success.

PPG13 sets out eight principles that local authorities should adopt when developing and implementing parking policy (paragraph 51). Each is designed to ensure that parking policy:

- Helps to promote sustainable travel choices;
- Maintains and supports the vitality and viability of City centres;
- Maximises access to community facilities for everyone; and
- Protects the environment in which people live.

PPS4 supersedes Paragraphs 53, 54 and Annex D of Planning Policy Guidance Note 13: Transport.

3. Local Planning Policy

a) City of Leicester Local Plan (2006)

The Saved Policies of the City of Leicester Local Plan include a number of policies relating to parking. Some will be replaced when the Core Strategy is adopted in November 2010.

The remainder (set out below) are to be saved until the Site Allocations and Development Control Development Plan Document has been adopted (Scheduled for 2014). (See revised table of saved policies in Appendix A of the Inspector's report at <http://www.leicester.gov.uk/your-council-services/ep/planning/plansandguidance/ldf/ldfcore-strategy/corestrategy-eip/>)

These policies are:

POLICY PS10. RESIDENTIAL AMENITY AND NEW DEVELOPMENT

In determining planning applications, the following factors concerning the amenity of existing or proposed residents will be taken into account:

- c) Additional parking and vehicle manoeuvring; and
- g) Access to key facilities by walking, cycling or public transport.

POLICY AM02. CYCLING AND DEVELOPMENT

Planning permission for development will only be granted where the needs of cyclists have been successfully incorporated into the design.

Safe and secure cycle parking facilities will be required in accordance with the standards set out in Appendix 01. Such facilities must be provided in a form and location which would minimize the potential for conflict between cyclists and pedestrians and permit surveillance, thus providing security for both the cycle and people.

POLICY AM11. PARKING PROVISION WITH NON-RESIDENTIAL DEVELOPMENT

Proposals for parking provision for non-residential development should not exceed the maximum standards specified in Appendix 01.

Reductions below these maximum parking standards will be required by the City Council, in accordance with the reduction targets for non-residential parking provision, after consideration of the following criteria:

- a) Access by other means of transport (currently and in the medium to long term);
- b) Availability, accessibility and safety of existing or alternative car parking provision;
- c) Consequences of under provision in a particular location;
- d) Proximity to the Central Commercial Zone;
- e) Benefits of imposing traffic restraint;
- f) Planning benefits of greater site coverage or provision of soft landscaping;
- g) Impact on Conservation Areas;
- h) Relationship to other uses nearby;
- i) Anticipated levels of car use (including the potential reduction of car usage through Travel Plans); and
- j) Pattern of working hours.

Parking provision to accommodate the needs of disabled people (i.e. blue badge holders) will be specified in accordance with need and will not be subject to restraint measures.

Parking provision to accommodate the needs of people with children will also be specified in accordance with need.

POLICY AM12. RESIDENTIAL CAR PARKING PROVISION

Levels of car parking for residential development will be determined in accordance with the standards in Appendix 01.

Reductions below the maximum standards may be appropriate in the following circumstances:

- a) In the Central Commercial Zone;
- b) In the area immediately adjacent to the Central Commercial Zone, which is accessible by means of transport other than the private car;
- c) In other locations within 250 metres walking distance of good public transport;
- d) Where other design objectives are sought (including the creation of a sense of place);
- e) In locations where there is existing or surplus parking provision; and
- f) In conservation areas where provision cannot be physically accommodated without detriment to the character or appearance of the area.

On-street parking may be acceptable providing access, amenity and safety are not compromised.

Where on plot parking is provided it should be provided between dwellings or within the interior of the block or underground where possible.

Appendix 01 of the City of Leicester Local Plan

Vehicle Parking Standards

	Within Central Pedestrian Zone (Zone 1)	Within Central Commercial Zone (Zone 2)	Outside Central Commercial Zone (Zones 3 & 4)	
Land Use		Sqm per space	Sqm per space	Notes
B1 Offices	Nil	100	40	Transport Assessments may be appropriate for some developments
B1 Non-office/ B2 industry	Nil	215	70	
B8 Warehousing	N/a	N/a	120	
A1 Retail/A2 Financial and Professional Services/ A3 Restaurants & Cafes, A4 Pubs, A5 Takeaways.	Nil	60	Up to: 100 sqm: 2 spcs 200 sqm: 3 spcs 300 sqm: 4 spcs Up to 1000 sqm: 1 space per 20 sqm A1 Food retail: Over 1000 sqm: 1 space per 14 sqm A1 non-food retail/ A2/A3/A4/A5: 1 space per 20 sqm	Transport assessments may be appropriate for some developments. For smaller stores in defined Local, District or City Centre locations, no parking will be required on-site, where adequate off-site public parking is already available and no serious road safety or amenity problems would otherwise be created.
C1 Hotels	Nil	1 space per 3 bedrooms	1 space per bedroom	Arrangements can be made with public/private car park operators in CCZ. Coach parking on merit.
C2 Residential institutions and student accommo-dation	Nil	1 space per 12 bedspaces	1 space per 4 bedspaces	
C3 dwellings	Nil	1 space per dwelling	1 bedroom: 1 space 2 bedrooms: 2 spaces 3+ bedrooms: 2 spaces	In the CCZ and adjoining areas (Zones 2 & 3), reduced levels of on-site parking will be permitted with factory conversions or for other change of uses, in line with the criteria in Policy AM 13.
D1 Non-Residential institutions/ D2 Leisure uses	Nil	70	1 space per 22 sqm (excludes cinemas, conference facilities, stadia, higher and further education)	For cinemas, conference facilities, stadia, higher and further education uses outside the CCZ, see maximum parking standards applied in PPG13 (Annex D) for further guidance. Transport assessments may be appropriate for some developments.

Cycle Parking Standards

Land Use	Standard (sqm per space) (Gross floorspace)	Notes
B1 Offices B1 Non-office/B2 industry/ B8 warehousing	400 500	Cycling facilities needed to accommodate a minimum of 12% of all journeys to work.
A1 Retail/A2 Financial Services/ A3 Restaurants & Cafes, A4 Pubs, A5 Takeaways	1 space per 400 sqm for staff plus 1 space per 1000 sqm for customers	Minimum standards based on modal split targets in travel plans, where required.
Student accommodation	1 space per 2 bedspaces plus 1 per 20 bedspaces for visitors	
C3 Residential (high density development e.g. flats)	1 space per 2 bedspaces plus 1 per 20 bedspaces for visitors	
D1 Education	1 space per 5 students (year 7 and above) plus 1 space per 10 staff**	Cycling facilities needed to accommodate a minimum of 15% of all journeys.*
D2 Leisure	1 space per 10 staff plus 1 space per 20 visitors	Minimum standards based on modal split targets in travel plans, where required.
All other uses	To be determined on their individual merits	Based on modal split targets in travel plans, where required.
* A Travel Plan should promote safe cycle routes and cycle storage facilities for new or expanded educational facilities.		

Powered Two Wheeler (PTW) Parking

Transport assessments and travels plans should indicate the expected level of demand for PTW parking. As a minimum developers will be required to provide for safe, well lit and secure (including ground anchors) parking equal to 5% of the number of parking spaces provided. If possible these facilities should be under cover.