



Leicester
City Council

WARDS AFFECTED
All

FORWARD TIMETABLE OF CONSULTATION AND MEETINGS:

Planning and Development Control Committee
OSMB
Cabinet

18th January 2011
3rd March 2011
7th March 2011

City Centre Car Parking Strategy Supplementary Planning Document (SPD)

Report of the Strategic Director, Development, Culture and Regeneration

1. Purpose of Report

- 1.1. The purpose of the report is to seek approval for the City Centre Car Parking Strategy Supplementary Planning Document (SPD). Public Consultation on a draft document took place between Monday 6th December 2010 and Friday 21st January 2011 and the SPD has been amended accordingly.

2. Recommendations

- 2.1. The attached City Centre Car Parking Strategy Supplementary Planning Document SPD is recommended for adoption.

3. Summary

- 3.1 Following concerns about the lack of a parking strategy for the City Centre and the impact on regeneration of unauthorised car parking, a Supplementary Planning Document (SPD) has been prepared. It will allow the City Council and its partners to manage and develop the supply of free standing city centre parking and ensure it matches likely future demands. Eventually it will form part of a broader city-wide parking strategy.
- 3.2 The SPD considers existing parking provision, future development proposals and balancing the needs of visitors, shoppers, residents and local businesses with providing sustainable transport and improving air quality.
- 3.3 It will ensure that new car parking provision is well located, well designed and managed. It will also enable the progressive removal and, if required, replacement of temporary, unsightly or outdated parking facilities in order to improve the appearance of the city centre as a whole. The SPD sets out criteria for considering appropriate enforcement action against unauthorised sites.

- 3.4 Although there is currently sufficient parking for present needs, southern areas of the city centre in particular are identified as having insufficient parking for the predicted future growth of the city.
- 3.5 Public consultation on the SPD took place from 6th December 2010 – 21st January 2011. The representations received and the City Council's responses are summarised in **Appendix 1** (Summary of Representations).
- 3.6 **Appendix 2** (Table of Changes) shows the changes that have been made to the December consultation draft version. They have all been incorporated into the final Adoption version of the SPD that is attached as **Appendix 3**.
- 3.7 The document is available online at: www.leicester.gov.uk/carparkingstrategy

4. Report

- 4.1. The City Centre Car Parking Strategy Supplementary Planning Document (SPD) is attached as Appendix 3. This SPD has focused primarily on the parking supply for commuters, taking into account park and ride services. It provides a new evidence base about the current level of parking supply and demand. It also provides a criteria based approach for considering enforcement action against unauthorised car parks. The SPD will form part of the future City Wide Parking Strategy that will review both residential and non-residential parking standards for new development.
- 4.2 **The SPD aims to:-**
- Describe what the current patterns of parking are in the City Centre and provide a basis for taking decisions on future car parking proposals, based on current and future demand;
 - Encourage economic regeneration by balancing the needs of visitors, shoppers, residents and businesses with the development of sustainable transport, and air quality improvements;
 - Ensure quality parking provision that is well designed, located and managed;
 - Provide a basis for decision making on the progressive removal and, potentially replacement of temporary and unsightly or outdated parking provision, to improve the city-scape;
 - Be integrated with the wider City Centre strategies.
- 4.3 **The SPD will be used to:-**
- Achieve an appropriate level of car parking that will support the economic viability of the City Centre, without undermining sustainable modes of transport, such as commercial bus services and Park and Ride.
 - Take decisions on proposals for freestanding parking provision not associated with new development for which there are separate standards.
 - Applications for parking that are associated with new development will continue to be considered on their individual merit in line with current planning policy.
 - It will be used in pre-application discussions and as a material consideration when determining planning applications.

4.4 Evidence

Evidence was gathered about the existing public and private parking supply, quality and demand, in both multi storey and surface car parks, by surveying existing car parks. All car parking that was surveyed is shown on Map 2 of the SPD. The names and locations of all the public car parks are shown in Map 9 in Appendix 8 of the SPD.

The evidence was used to form the area specific conclusions in section 5.2 and the Parking Strategy in section 6. Planning consents were also researched and appeal documents have been used in section 7, both to show the planning status of sites (Map 7 of the SPD) and to provide criteria for considering enforcement action.

4.5 Study Findings

There is a considerable variation in the quantity of different types of parking (surface and multi storey; public, contract and private parking), the quality and how they are distributed geographically across the City Centre. There are also differences in the parking tariff.

For the purposes of this study, in order to be able to explain the different characteristics of the area, the City Centre has been divided into 4 “zones”, North East, North West, South East and South West, which each have a similar number of commuter car parking spaces. These are shown on Map 6 of the SPD. There is a detailed description of each area in section 5.2 of the SPD.

4.6 Conclusion:-

The study concludes that a different approach should be used in different areas.

PARKING STRATEGY:-

Areas of Constraint:-

North West and North East Areas

Based on the evidence above, no additional free standing car parking, that is not associated with new development should be approved in these areas.

Areas For Future Provision:-

South East and South West

Although current demand is met, there is not additional capacity remaining to support the expected future growth that is set out in the Core Strategy for these areas. Additional parking may therefore be required to meet future need, subject to the following:-

Criteria For Additional Future Parking:-

Additional parking will only be considered where a strong business case can be made in line with any travel plans and only after it has been demonstrated that the more efficient use of existing parking has been considered.

Additional car parking will also need to satisfy the following criteria.

All new parking should:-

- Take into account the adopted Car Parking Standards contained within the saved policies of the City of Leicester Local Plan and the relevant policies in the Core Strategy (see Policy Guidance in Appendix 11 of the SPD);

- Be located in the most sustainable location which will give potential users other options for travel, not just the motor car. (The relationship to an existing City Centre Public Transport Facilities can be seen using map 13 in Appendix 14 of the SPD);
- Be of high quality design (see Appendix 9 of the SPD), include good management provision, address both internal and external lighting, security, potential noise impacts and not have a significant adverse effect on residential amenity ;
- Support the use of Low Emission vehicles (see Appendix 12 of the SPD);
- Where appropriate, consolidate existing parking provision by replacing existing poor quality, or poorly located provision (see Design Guidance and examples in Appendix 9 of the SPD);
- Make provision for public use;
- Be designed to ensure minimal disruption to the transport network and that any problems caused are properly mitigated by submitting a Transport Statement or Assessment. Please refer to the “Highways, transportation and development guide”;
- Take account of the Network Management Plan that is proposed to be included in LTP3;
- Not undermine the delivery or support of sustainable modes of transport such as commercial bus services and Park and Ride.
- Applications for the renewal of existing car parking should also take into account the combined effect of the criteria set out in section 7.2 of the SPD.
- Include an air quality impact assessment to demonstrate that there is not an unacceptably detrimental effect on air quality, taking into account the Air Quality Monitoring Area and the Air Quality Action Plan.
- Applications which cannot meet these criteria will be recommended for refusal.

4.6 **Criteria For Considering Enforcement Action**

Section 7 of the SPD shows the planning status of sites (Map 7 of the SPD) and gives criteria for considering appropriate enforcement action against unauthorised sites.

The combined effect of the criteria will determine whether it can be demonstrated that the proposal results in any harm. These require further information (as specified in the SPD) relating to increase in congestion; Increase in car commuting or location which undermines public transport policy; delay in regeneration and implementation of permitted redevelopment of the site; Environmental Considerations such as the character and appearance of the street scene; and car parking demand / supply.

5. **FINANCIAL, LEGAL AND OTHER IMPLICATIONS**

5.1. **Financial Implications**

It is worth noting that income from the main Council run off street car parks (Haymarket and Newarke Street) in the 8 months to November 2010 is 11% less than the equivalent period last year and is forecast to be 19% less than the budget for the full financial year. Prices have not been increased since 2007. The increased competition from other car parks is having a significant financial impact on the Council as the budget income shortfall is estimated to be nearly £0.3m.

Martin Judson, Financial Services, 297390

5.2 Legal Implications

The Leicester City Centre Car Parking Strategy Supplementary Planning Document provides guidance on how development proposals should be carried out in Leicester City Centre as well as forming a creative vision for its future. This SPD is part of The Local Development Framework System which was introduced by the Planning and Compulsory Planning Act 2004 and comprises the portfolio of documents that will replace the adopted Local Plan, alongside the Core Strategy.

Anthony Cross, Legal Services, 29 6345

5.3 Climate Change Implications

Transport makes a significant contribution to city-wide carbon emissions and any parking strategy should take this into account and encourage the move from private vehicles to public transport/walking/cycling if we are going to meet our carbon targets in the future. The Parking Strategy of the SPD seems to take into account measures to support public transport and low emission vehicles.

Helen Lansdown, Senior Environmental Consultant - Sustainable Procurement 2526770

6. Other Implications

OTHER IMPLICATIONS	YES/ NO	Paragraph/References Within the Report
Equal Opportunities	No	
Policy	Yes	The SPD will supplement both 'saved' local plan policies, core strategy policies and local transport plan policies.
Sustainable and Environmental	YES	SPD takes account of Sustainable modes of transport, CO2 emissions and air quality.
Crime and Disorder	No	
Human Rights Act	No	
Elderly/People on Low Income	No	
Corporate Parenting	No	
Health Inequalities Impact	No	

7. Background Papers – Local Government Act 1972

7.1. Planning and Development Control Committee 18th January 2011.

8. Consultations

8.1. As part of the preparation of the evidence base and the SPD, consultation has been carried out with both stakeholders and with other City Council staff. This has included engagement

through workshops in October. Public consultation on the draft SPD also was undertaken between 6th December 2010 and 21st January 2011.

9. Report Author

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Key Decision	Yes
Reason	Is significant in terms of its effect on communities living or working in an area comprising more than one ward
Appeared in Forward Plan	Yes
Executive or Council Decision	Executive (Cabinet)