

APPENDIX 2
Changes to Consultation Draft City Centre Car Parking Strategy SPD

Respondent/ Reason	Changes New text shown bold Deletions shown as strike through	Page	Paragraph
14. De Montfort University	Consideration be given to the provision of priority parking or differential parking rates for electric vehicles, other low emission vehicles and car club vehicles or other such incentives.	62,	Appendix 11, second line of v)
18. ABC Cinema	North East section Amend current spare commuter capacity of 1107 spaces to 1171	24	section 5.4 Last line of para 1
Trustees of	Amend future potential commuter capacity post 2016 from 1560 spaces to 1624	24	Last line of para 3
G.S.Fashions	Amend summary table as shown in bold Summary new Amount of Spare Public Capacity 1391 1,388 (+) Amount of Spare Private Capacity (excluding retail and leisure car parking) 254 (-) Current Capacity without Permanent Planning Permission 474 535 = Total current spare Capacity 1171 1,107 (-) Maximum demand by 2016 747 = Capacity Post 2016 (Without CORAH & Future Park and Ride) 424 360 (+) Amount of Approved Future Spaces 700 (+) Amount of Future Park and Ride Capacity (Birstall) 500 = Potential Capacity Post 2016 1624 1,560	26	NE table 3
	Add a note: “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 p 30”.	7 29	ES5 end of section 6
	Amend colour of relevant part of “Site of former ABC Cinema” from yellow to green.	31	Map 7
	add a note (Commercially sensitive information will be treated as confidential.)	32	End of para. 3, Section 7.2
	Increase the star rating to 2.5; site of former ABC cinema.	48	Appendix 7: Surface car parks (public)

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	Add to list of "Authorised Public Surface level spaces" <table border="1" data-bbox="403 271 1612 478"> <thead> <tr> <th>Authorised Public Surface Level Spaces</th> <th>Amount of Spaces</th> <th>Occupancy %</th> <th>Spaces occupied</th> <th>Spaces available</th> </tr> </thead> <tbody> <tr> <td>Surface Car Park at Lee Circle</td> <td>50</td> <td>70</td> <td></td> <td>15</td> </tr> <tr> <td>NE Part of ABC cinema site</td> <td>61</td> <td>95</td> <td></td> <td>3</td> </tr> <tr> <td>Total spare spaces 15</td> <td>18</td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	Authorised Public Surface Level Spaces	Amount of Spaces	Occupancy %	Spaces occupied	Spaces available	Surface Car Park at Lee Circle	50	70		15	NE Part of ABC cinema site	61	95		3	Total spare spaces 15	18				65	Appendix 12 NE Table 6b							
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	Amend summary table as shown in bold Summary <table border="1" data-bbox="403 574 1612 941"> <tbody> <tr> <td>Amount of spare Public capacity</td> <td>1391</td> <td>1,388</td> </tr> <tr> <td>(+) Amount of spare Private capacity (excluding retail and leisure car parking)</td> <td></td> <td>254</td> </tr> <tr> <td>(-) Current capacity without permanent Planning Permission</td> <td>474</td> <td>535</td> </tr> <tr> <td>= Total current spare capacity</td> <td>1171</td> <td>1,107</td> </tr> <tr> <td>(-) Maximum demand by 2016</td> <td></td> <td>747</td> </tr> <tr> <td>= Capacity post 2016 (without CORAH & Future Park and Ride)</td> <td>424</td> <td>360</td> </tr> <tr> <td>(+) Amount of approved future spaces</td> <td></td> <td>700</td> </tr> <tr> <td>(+) Amount of future Park and Ride capacity (Birstall)</td> <td></td> <td>500</td> </tr> <tr> <td>= Potential capacity post 2016</td> <td>1624</td> <td>1,560</td> </tr> </tbody> </table>	Amount of spare Public capacity	1391	1,388	(+) Amount of spare Private capacity (excluding retail and leisure car parking)		254	(-) Current capacity without permanent Planning Permission	474	535	= Total current spare capacity	1171	1,107	(-) Maximum demand by 2016		747	= Capacity post 2016 (without CORAH & Future Park and Ride)	424	360	(+) Amount of approved future spaces		700	(+) Amount of future Park and Ride capacity (Birstall)		500	= Potential capacity post 2016	1624	1,560	65	Appendix 12 NE Table 6b
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1. NCP	Replace with the following :- Provided Walking Audits in Appendix 10 to help demonstrate the accessibility of existing car parks within 5, 10, 15 and 20 minute walking times of key City Centre destinations. Walking Audits will also inform the process when considering applications for new car parks by highlighting the existing alternative capacity that surrounds the site.	6	ES3 2 nd bullet																											
	Replace with the following :- Walking Audits such as the examples in Appendix 10 will inform the process when considering applications for new car parks by highlighting the existing alternative capacity that surrounds the site. The Walking Audits are intended to help demonstrate the accessibility of existing car parks within 5, 10, 15 and 20 minute walking times of key City Centre destinations. One of the findings of the SPD is that many people are unaware how closely alternative car parks are located to their "usual" choice. Many people simply give up if one car park is full, when there may often be other alternatives	6	ES5 Second para of 'Criteria for Additional Future Parking'																											

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	close by with spare capacity available		
	Replace with the following :- Provided Walking Audits in Appendix 10 to help demonstrate the accessibility of existing car parks within 5, 10, 15 and 20 minute walking times of key City Centre destinations. Walking Audits will also inform the process when considering applications for new car parks by highlighting the existing alternative capacity that surrounds the site.	16	Third bullet
	Replace with the following :- Walking Audits such as the examples in Appendix 10 will inform the process when considering applications for new car parks by highlighting the existing alternative capacity that surrounds the site. The Walking Audits are intended to help demonstrate the accessibility of existing car parks within 5, 10, 15 and 20 minute walking times of key City Centre destinations. One of the findings of the SPD is that many people are unaware how closely alternative car parks are located to their “usual” choice. Many people simply give up if one car park is full, when there may often be other alternatives close by with spare capacity available.	28	Second paragraph of ‘Criteria for future Additional Parking’
	Replace with the following :- Walking Audits, (including the following examples) will inform the process when considering applications for new car parks by highlighting the existing alternative capacity that surrounds the site. One of the findings of the SPD is that many people are unaware how closely alternative car parks are located to their “usual” choice. Many people simply give up if one car park is full, when there may be other alternatives close by with spare capacity available. Walking Audits have been undertaken from: <ul style="list-style-type: none"> • The Cultural Quarter - Curve (see Map 11); • De Montfort University (DMU) (see Map 12); • Leicester Royal Infirmary (LRI) (see Map 13); • Leicester Tigers Rugby Club (see Map 14). <i>(We acknowledge the contributions of Helga Lemmen and Chris Moore in preparing these audits)</i> .The example on p57, Map 10 opposite illustrates the information that a walking audit should contain for each of the existing car parks within a 20 minute walking time.	56	Appendix 10

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	<p>Further audits continue to be prepared for the following destinations:</p> <ul style="list-style-type: none"> • Leicester College - Abbey Park Campus; • Highcross Shopping Centre; • The Market; • New Business Quarter (NBQ); • Leicester City Council (Welford Place); and • Leicester College- Freeman’s Common Campus. 		
	<ul style="list-style-type: none"> • Be integrated with the wider City Centre strategies for planning, transport, CO2 reduction and City Centre management. and form part of a broader City Wide Parking Strategy. • It will form part of the future broader City Wide Parking Strategy that will be prepared in line with National Planning Guidance and Core Strategy Policy CS15. This will review both residential and non residential parking standards. 	5 and 9	ES1 Last 2 bullets and Section 1.0 Last 2 bullets
23. Planning Committee	Amend colour of “Filbert Street” from red to yellow		
	<p>Appendix 15:- Air Quality Management</p> <p>The Council declared an Air Quality Management Area (AQMA see plan below) where action plans to improve air quality will continue. Air quality has implications for health and the quality of life. The air quality assessment of Leicester identified the pollutant nitrogen dioxide as being of concern to local health. This is mainly attributable to emissions from motor vehicles on the main road network. New targets have therefore been set in the 2011- 2026 Local Transport Plan.</p> <p>Air Quality Action Plan Having identified the extent and the area of exceedence in the AQMA, the City Council has also produced and is implementing an action plan to achieve improvements in air quality. A large improvement is needed across a wide area, so a series of measures will be required and the focus is on road traffic, as the major contributor, aiming to reduce both miles travelled on the road and emissions per mile.</p>	86	Appendix 15 added
	<p>Add to end of section 6</p> <ul style="list-style-type: none"> • Include an air quality impact assessment to demonstrate that there is not an unacceptable detrimental effect on air quality, taking into account the Air Quality Management Area and the Air Quality Action Plan. (see appendix 15) 	29	Last bullet

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Editorial Correction	Areas for Future Provision South East and South West Areas Although current demand is met, there is not additional capacity remaining to support the expected future growth for these areas. A , additional parking may therefore be required in the future, to meet predicted future growth in these areas , subject to the following.	28 and 6	3 rd paragraph 6.1, and ES5
Editorial Correction	b) Emerging Local Transport Plan 2011-2026 (LTP3) LTP3 is being developed from a consideration of national and local goals and priorities, local transport performance and challenges, LTP2 and from extensive local consultation during 2010. The revised version is due to be adopted in Spring 2011 and can be found at :- http://www.leicester.gov.uk/your-council-services/transport-traffic/transportpolicy/transport-plan/	84	Replace b)
Editorial Correction	For further information see:- “Car Parking- What Works Where” By English Partnerships http://www.englishpartnerships.co.uk/docdownload.aspx?doc=Car%20parking%20-%20Introduction_0.pdf The Urban Design Compendium, section 4.5.3 “Car Parks” http://www.urbandesigncompendium.co.uk/public/documents/UDC1FULL.pdf	54 And 55	End of 9.1 and 9.2
Clarification	Add: Whilst there is potential commuter car parking available post 2016 of 284 spaces, this includes the planning permission for the 588 space proposed multi storey car park at the Tigers Stadium and there would be a shortfall of -304 spaces if it was not implemented and the predicted future growth took place. Because 60% of the area’s parking is private, there is a high demand for those spaces which are available for public use. For these reasons, the conclusion has been reached in section 6.1 that although current demand is met additional parking may be required, to meet predicted future growth in this area.	25	End of 5.6
Clarification	(+) Amount of spare Private capacity (excluding retail and leisure car parking)	26 and 27	Table 2 North West Table 3 North East Table 4 South East
Clarification	(+) Amount of spare Private capacity (excluding retail and leisure car parking) Note: Figure excludes 750 available spaces at Morrison's, Odeon and Walkers Stadium,	27	Table 5. South West

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	because this is time limited as short stay parking for these specific users and is not therefore available as public commuter parking.)		
Clarification	1,564 1,639 spaces have permanent planning permission 1,165 1,127 spaces have no planning permission	30	7.0
Clarification	Delete minus sign	51	NW Zone
Clarification	(+) Amount of spare Private capacity (excluding retail and leisure car parking)	64 65 and 69	Table 6a North West Table 6b North East and Table 6d South East
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Clarification	Add: *It is noted that whilst there is potential commuter car parking available post 2016 of 284 spaces, this includes the planning permission for the 588 space proposed multi storey car park at the Tigers Stadium and there would be a shortfall of -304 spaces if it was not implemented and the predicted future growth took place. Because 60% of the area's parking is private, there is a high demand for those spaces which are available for public use. For these reasons, the conclusion has been reached in section 6.1 that although current demand is met additional parking may be required, to meet predicted future growth in this area.	67	After Summary Table