

## Changes to Consultation Draft City Centre Car Parking Strategy SPD

Respondent/ Reason	Changes New text shown <b>bold</b> 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, <b>other low emission vehicles</b> and car club vehicles or other such incentives.	62,	Appendix 11, second line of v)
18. ABC Cinema Trustees of G.S.Fashions	North East section Amend current spare commuter capacity of <del>1107</del> spaces to <b>1171</b>	24	section 5.4 Last line of para 1
	Amend future potential commuter capacity post 2016 from <del>1560</del> spaces to <b>1624</b>	24	Last line of para 3
	Amend summary table as shown in <b>bold</b> Summary new Amount of Spare Public Capacity <b>1391</b> <del>1,388</del> (+) Amount of Spare Private Capacity (excluding retail and leisure car parking) 254 (-) Current Capacity without Permanent Planning Permission <b>474</b> <del>535</del> = Total current spare Capacity <b>1171</b> <del>1,107</del> (-) Maximum demand by 2016 747 = Capacity Post 2016 (Without CORAH & Future Park and Ride) <b>424</b> <del>360</del> (+) Amount of Approved Future Spaces 700 (+) Amount of Future Park and Ride Capacity (Birstall) 500 = Potential Capacity Post 2016 <b>1624</b> <del>1,560</del>	26	NE table 3
	Add a note: <b>“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”.</b>	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 <b>(Commercially sensitive information will be treated as confidential.)</b>	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><b>NE Part of ABC cinema site</b></td> <td><b>61</b></td> <td><b>95</b></td> <td></td> <td><b>3</b></td> </tr> <tr> <td>Total spare spaces <del>15</del></td> <td><b>18</b></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	<b>NE Part of ABC cinema site</b>	<b>61</b>	<b>95</b>		<b>3</b>	Total spare spaces <del>15</del>	<b>18</b>				65	Appendix 12 NE Table 6b							
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1. NCP	Replace with the following :- <b>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.</b>	6	ES3 2 <sup>nd</sup> bullet																											
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	<b>people simply give up if one car park is full, when there may often be other alternatives close by with spare capacity available</b>		
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	Replace with the following :- <b>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.</b>  <b>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.</b>  <b>Walking Audits have been undertaken from:</b> <ul style="list-style-type: none"> <li>• The Cultural Quarter - Curve (see Map 11);</li> <li>• De Montfort University (DMU) (see Map 12);</li> <li>• Leicester Royal Infirmary (LRI) (see Map 13);</li> <li>• Leicester Tigers Rugby Club (see Map 14).</li> </ul> <i>(We acknowledge the contributions of Helga Lemmen and Chris Moore in preparing these audits)</i> <b>.The example on p57, Map 10 opposite illustrates the information that a walking audit</b>	56	Appendix 10

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	<p><b>should contain for each of the existing car parks within a 20 minute walking time.</b></p> <p><b>Further audits continue to be prepared for the following destinations:</b></p> <ul style="list-style-type: none"> <li>• <b>Leicester College - Abbey Park Campus;</b></li> <li>• <b>Highcross Shopping Centre;</b></li> <li>• <b>The Market;</b></li> <li>• <b>New Business Quarter (NBQ);</b></li> <li>• <b>Leicester City Council (Welford Place); and</b></li> <li>• <b>Leicester College- Freeman’s Common Campus.</b></li> </ul>		
	<ul style="list-style-type: none"> <li>• <del>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.</del></li> <li>• <b>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.</b></li> </ul>	5 and 9	ES1 Last 2 bullets and Section 1.0 Last 2 bullets
23. Planning Committee	<p>Amend colour of “Filbert Street” from red to yellow</p> <p><b>Appendix 15:- Air Quality Management</b></p> <p><b>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.</b></p> <p><b>Air Quality Action Plan</b> 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"> <li>• <b>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)</b></li> </ul>	29	Last bullet

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Editorial Correction	Areas for Future Provision South East and South West Areas Although current demand is met, <del>there is not additional capacity remaining to support the expected future growth for these areas.</del> A , additional parking may therefore be required in the future, <b>to meet predicted future growth in these areas</b> , subject to the following.	28 and 6	3 <sup>rd</sup> paragraph 6.1, and ES5
Editorial Correction	b) Emerging Local Transport Plan 2011- <b>2026</b> (LTP3) <b>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.</b>  <b>The revised version is due to be adopted in Spring 2011 and can be found at :-</b> <a href="http://www.leicester.gov.uk/your-council-services/transport-traffic/transportpolicy/transport-plan/">http://www.leicester.gov.uk/your-council-services/transport-traffic/transportpolicy/transport-plan/</a>	84	Replace b)
Editorial Correction	<b>For further information see:-</b> <b>“Car Parking- What Works Where” By English Partnerships</b> <a href="http://www.englishpartnerships.co.uk/docdownload.aspx?doc=Car%20parking%20-%20Introduction_0.pdf">http://www.englishpartnerships.co.uk/docdownload.aspx?doc=Car%20parking%20-%20Introduction_0.pdf</a>  <b>The Urban Design Compendium, section 4.5.3 “Car Parks”</b> <a href="http://www.urbandesigncompendium.co.uk/public/documents/UDC1FULL.pdf">http://www.urbandesigncompendium.co.uk/public/documents/UDC1FULL.pdf</a>	54 And 55	End of 9.1 and 9.2
Clarification	Add: <b>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.</b>  <b>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.</b>	25	End of 5.6
Clarification	(+) Amount of spare Private capacity ( <del>excluding retail and leisure car parking</del> )	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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	<b>Because this is time limited as short stay parking for these specific users and is not therefore available as public commuter parking. )</b>		
Clarification	1,564 <b>1,639</b> spaces have permanent planning permission  1,165 <b>1,127 spaces</b> have no planning permission	30	7.0
Clarification	Delete minus sign	51	NW Zone
Clarification	(+ ) Amount of spare Private capacity ( <del>excluding retail and leisure car parking</del> )	64 65 and 69	Table 6a North West Table 6b North East and Table 6d South East
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