

7. **CONCLUSIONS**

7.1.1. This report forms the recommended Parking Strategy for Loughborough Town Centre for the period to 2021. As such a series of strategy recommendations have been made and these are summarised below. The recommendations are considered to be SMART in that they should be **Specific, Measurable, Achievable, Realistic and Time Related**.

Short Term (2007-2011)

- Discussions are held between CBC and Sainsbury's with a view to re-introducing charges at Sainsbury's car park.
- 46 of the 76 spaces at the Southfield Offices Car Park designated as public car parking spaces.
- Southfield Offices car park should have the same tariff structure as other CBC car parks.
- All town centre car parks should operate the same tariff structure. Discussions should be held between CBC and the privately owned public car park operators.
- Amendments to the 2 and 3 hour parking tariff.
- A standard 50p charge should be introduced on Sunday and Bank Holidays
- Evening car park charges should be extended to include Browns Lane car park.
- Disabled parking charges should not be introduced at the present time. Usage of disabled spaces should be monitored and reviewed in 1 year.
- A tariff review should be undertaken each year.
- Beehive Lane car park should be improved as pay on foot. Short stay designation on level one to be removed.
- A new pay and display car park should be created adjacent to Browns Lane in the vicinity of the leisure centre. Associated improvements are also proposed along Browns Lane.
- Traffic modelling work should be undertaken at the Beehive lane / Southfield Road and Granby Street / Frederick Street junctions.
- The structure of Somerfield car park should be reviewed and discussions between CBC and store management regarding the status of the car park should be held.
- New multi-storey car parks should be pay on foot.
- Existing leisure car park should be designated as a leisure centre and bowls club only car park and operate a 2 part ticket.
- A pay on foot method of payment should not be introduced at the existing Browns Lane car park.
- Remaining car parks should be pay and display.
- A 6 month trial of 'Park and Pay' should be introduced at Granby Street car park to operate alongside pay and display with a view to extending this to all pay and display car parks to work alongside pay and display.

- Short stay designation at Granby Street car park should be increased to 3 hours.
- Capacity at Granby Street car park should not be reduced.
- Upon closure of Macaulay House car park, shopmobility should be re-located. Attempts should be made to re-locate it in the Magistrates Court or Granby Street car park.
- Upon closure of Macaulay House car park, disabled parking should be re-located. Attempts should be made to re-locate it in the Magistrates Court, Granby Street car park, or Beehive Lane car park.
- Once CPE has been in operation for 1 year consideration should be given to introducing on-street parking charges.
- Existing disabled parking provision is considered adequate. This should be regularly reviewed by CBC.
- CBC should remain in contact with LCC regarding new residential parking areas.
- PTW parking provision should be improved. A quality PTW parking partnership shall be formed.
- PTW provision shall be assessed against LCCs Htd standards for PTW provision.
- Cycle parking provision should be re-assessed with new stands in key strategic locations.
- New cycle stands should be Sheffield stands and covered.
- All cyclist related recommendations should be discussed with the Charnwood Cycle Forum.
- As a minimum cycle provision shall be assessed against LCCs Htd standards for cycle parking.
- Parking at Aumberry Gap and Devonshire Square developments should be provided in accordance with their Development Briefs.
- Maximum car parking standards for new developments shall be revised to become more restrictive.
- Space for a single coach shall be provided along Granby Street.
- Discussions should be held with the market traders regarding market trader parking being provided in Browns Lane car park extension following closure of Southfield Extension car park.
- Car parking signing shall be improved.
- All CBC car parks should seek to achieve Park Mark status with the exception of Macaulay House and Southfield Extension.
- Discussions should be held between CBC and operators of privately operated public car parks regarding Park Mark (with the exception of The Rushes).
- A Quality Parking Partnership should be formed.
- CBC should work closely with private car park operators and nearby towns to achieve a co-ordinated approach to parking.
- A minimum of 10% of revenue from parking should be 'ring fenced' for parking improvements.
- An Annual Parking Strategy Progress Report should be produced by CBC.
CBC should take an active role in the marketing and promotion of alternative travel modes.

Medium Term (2012-2016)

- The new IRR car park should be operated by CBC.
- If Southfield Road is 2-way the Beehive Lane / Southfield Road junction should be made left turn only.
- In the eventuality that modal shift targets are not achieved temporary car park, and park and ride solutions should be sought to cater for periods of peak demand. Discussions are recommended between CBC and appropriate organisations.
- New multi-storey car parks should be pay on foot.
- All new car parks should seek to achieve 'Park Mark' status.
- The feasibility of providing a park and ride should be reviewed.
Any new car park should be located in the southern area of the town centre.

Long Term (2017-2021)

- Should re-development of Devonshire Square reduce the area of Granby Street car park its existing capacity should not be reduced.
- Cycle parking should be provided as part of the re-development at Devonshire Square and the Former Hospital/Aumberry Gap sites as per the Development Briefs for both sites.
- Covered cycle parking should be provided as part of the redevelopment of Bedford Square.
- The suitability of a permanent Park and Ride for Loughborough should be reviewed.