

PERFORMANCE SCRUTINY PANEL – 11TH APRIL 2017

Report of the Head of Planning and Regeneration and the Head of Regulatory Services

ITEM 9 CHARNWOOD CAR PARKING IMPACT ASSESSMENT STUDY UPDATE

Purpose of Report

To provide an update to the Panel on the progress made in responding to the recommendations of the Charnwood Car Parking Impact Assessment.

Action Requested

The Panel is asked to note the content of the report.

Background

The Performance Panel on 23rd August 2016 reviewed the progress being made on the outstanding recommendations from the Car Parking Impact Assessment report December 2015, which was undertaken on behalf of the Council by White Young and Green. The panel subsequently requested the following:

‘that a further update including information about the usage of specific car parks in service centres, the impact of lack of car parking space has on residents, the cost implications of long term and short term parking tariffs and the distribution and make up of cars coming into and parking in Loughborough be considered at the meeting of the Panel to be held on 11th April 2017.’

It has been recognised by both the Cabinet and the Scrutiny Management Board that capacity within existing car parks is predicted to be exceeded across the whole of Loughborough and other areas of the Borough by 2028. In order to provide a steer on what actions to progress, officers from Planning & Regeneration and Regulatory Services met with Cabinet Members on 8th September 2016 to review the main outstanding actions and obtain their steer as to the approach to be adopted moving forward.

Appendix A contains the Implementation Plan that was developed following this meeting and includes an outline of the main actions along with the steer from Cabinet Members and an update on the progress being made on those actions. This plan was then agreed with the Cabinet Lead Members.

Cabinet Members did not want officers to look at options for the purchase and development of land for car parking as part of the Council’s own property portfolio. As a result the actions identified within the implementation plan are mainly longer term activities to try and support inward investment by developers for the provision of additional facilities.

Some of the issues identified by the Performance Panel related to traffic surveys, problems being experienced within the Borough, such as on-street parking and the impact this had on residents. As these are matters relate to traffic composition, on-

street parking and congestion, officers approached Leicestershire County Council Highways to determine the best mechanism to raise these concerns and issues. It was confirmed that such matters should be brought to the Charnwood Highways Forum. The Lead Member for Regulatory Services attended the Forum on 10th January 2017, where it was confirmed that local Councillors can raise any on-street parking, traffic regulation orders, residents permit schemes, congestion and other issues linked to traffic for consideration.

Officers also contacted Leicestershire County Council to confirm the availability of traffic survey data for Loughborough. The last detailed traffic survey, which stopped vehicles to identify journeys and destinations was undertaken in 2008. There are currently no immediate plans to repeat such a survey. However, the County Council do have significant traffic count data for the main access roads for Loughborough, which the Panel can request or invite the Highways Team to provide an overview of the data.

One further outstanding action was to look at the impacts of parking within the service centres across the Borough. The Car Parking Site Availability and Deliverability Assessment Report 2017 was commissioned by the Council to look at the current impacts and identify potential sites for car parks. This will then be used to evidence opportunities for further car parking within the Local Plan and Neighbourhood Plans for the longer term. The final report was not available at the time of writing this update, but is expected to be available in April 2017.

The Panel requested additional information on the current performance and usage of the Council’s car parks, which is provided in Appendix B.

Report Implications

No direct implications have been identified that are arising from this report.

Risk Management

Risk Identified	Likelihood	Impact	Risk Management Actions Identified
Private sector unwilling to invest in funding new and improved car parking.	Possible	High	Ongoing discussions with partners, car park operators and private sector partners to encourage investment.
Difficulty of identifying and delivering suitable sites for car parking, in particular the development of a multi storey car park in Loughborough	Likely	High	Finalise the Car Parking Site Availability and Deliverability Assessment Report 2017 and the Loughborough Town Centre Master Plan to support this process for long term development.

Housing development places greater pressure on existing car parking provision than envisaged.	Possible	Medium	Effective implementation of Core Strategy Policy CS17 and achieving modal shift to sustainable transport through transport assessments, travel plans and working with partners.
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Background Papers: Scrutiny Management Board, 23rd March 2016 – agenda item 9 and minute 46

Scrutiny Management Board, 28th October 2015 – agenda item 8 and minute 23.

Scrutiny Management Board, 3rd December 2014 – agenda item 8 and minute 38.

Cabinet, 18th December 2014 – agenda item 6 and minute 66.4 (2014/15).

Charnwood Car Parking Impact Assessment, Final Report, 2015 is available here:

<http://www.charnwood.gov.uk/pages/evidencebase>

Appendices:

Appendix A – Implementation Plan setting out the Actions arising from Informal Cabinet’s consideration of the outstanding recommendations within the Car Parking report undertaken by White Young and Green 2015

Appendix B – Car Parks Information and Performance

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Appendix A

Implementation Plan setting out the Actions arising from Informal Cabinet's consideration of the outstanding recommendations within the Car Parking report undertaken by White Young and Green 2015.

The following tables detail the main outstanding actions that have come out of the 13 Recommendations from the Car Parking Impact Assessment completed by White Young and Green in 2015. The majority of the actions were completed and reported to the Scrutiny Management Board on 23rd March 2016. However, there remained a number of significant recommendations that needed a steer from Cabinet members to guide further action by officers. For this reason a Cabinet Briefing took place on 8th September 2016.

The table has been split into the relevant Lead Service area responsible for the actions.

Regulatory Services (Street Management)

Recommendation to Informal Cabinet	Member Steer	Officer Action	Timescale	Comments and Progress
<p>Communicate to elected representatives the appropriate channels to raise issues and find information about emerging issues about on street parking matters including existing and proposed traffic regulation orders.</p>	<p>Members supported the recommendation.</p>	<p>Contact Leicestershire County Council to agree preferred approach then contact elected representatives.</p> <p>Pursue initiatives through existing media channels and through the Charnwood Highway Forum.</p>	<p>Leicestershire County Council to be contacted by December 2016</p> <p>Relevant elected representatives to be informed by April 2017</p>	<p>This issue was raised at the Leicestershire Parking Board in October 2016. It was agreed that the approach for elected members to raise concerns would be through the Charnwood Highways Forum. Cllr Hayes attended the Forum on the 10th January 2017 to confirm the approach for members. This will be reported back to SMB and also to any Councillors who contact Street Management about specific parking controls and issues on the Highways and under the control of Leicestershire County Council.</p>
<p>The Borough Council should consult with parish and town councils to promote collaboration on the assessment of car parking needs and finding solutions including establishing views on current and planned off street parking restrictions, charging and any land which may be suitable for new car parking.</p>	<p>Street Management to consult with Parish Councils on parking restrictions within Council owned or managed car parks.</p>	<p>Head of Regulatory Services to review controls within car parks outside of Loughborough and amend the Parking Places Orders as necessary.</p>	<p>September 2017</p>	<p>This will be undertaken as part of the Car Parking Site Availability and Deliverability Assessment Study 2017 being undertaken by White Young and Green –see below.</p>

Introduce Pay and Display parking at Borough Council Car Parks in Service centres.	Cabinet Members did not support this due to its potential impact on the viability of centres, unless parish and town councils in the affected areas wanted to implement this approach to manage car parks capacity.	To be discussed with parish and town councils.	September 2017	No further action required (unless and until the views of parish and town councils are forthcoming)
Review free off street parking restrictions such as increasing short term waiting bays	Supported.	To be discussed with Parish and Town councils.	September 2017.	These issues will be considered as part of the Car Parking Site Availability and Deliverability Assessment 2017.
Use of capital programme to fund improvements at existing Council owned or managed car parks to support operational objectives.	The Borough Council's car parking offer should be enhanced for the benefit of the Borough Council and customers alike.	Complete the planned Capital Works for the Car Parks, which include repairs & resurfacing to Browns Lane, Quorn, Syston and Granby Street. Also includes replacement of Payment machines in Loughborough.	September 2018. (Capital Plan 2019-22)	The existing capital programme includes £180k for resurfacing and repairs and £110k for replacement Payment machines.

Planning and Regeneration

Recommendation to Informal Cabinet	Member Steer	Officer Action	Timescale	Comments
Contact LLEP to see if funding might be available for car parks in rural service centres.	Any new funding opportunities were supported.	The LLEP is currently determining its future funding priorities. It is understood that the priorities for market towns are likely to focus on broadband connectivity.	.April 2017	Any additional funding, from the LLEP or elsewhere, will be reported to lead members
Explore the development of sites with parish and town councils for consideration in Local and Neighbourhood Plans.	The Borough Council should work collaboratively with parish and town councils on planning issues.	Parish and town councils in those areas experiencing the most acute need for additional car parking will be consulted as part of the Car Parking Study.	.Ongoing as part of Site availability and Deliverability Assessment	The Car Parking Availability and Deliverability Assessment will explore the opportunities for enhanced car parking at Service Centres. Town and Parish Councils will be key partners in the Study and meaningfully engaged throughout and the findings will help to inform Neighbourhood Plans The Final Report is expected to be available on 14th April 2017. Officers will continue to work with other parish and town councils to assist them in addressing their car park needs including through neighbourhood plans if necessary.

<p>Actively work with private car park providers to explore the opportunities for off street car parking in Loughborough and service centres.</p>	<p>The Council should actively promote an improvement to the car parking offer and market this alongside the economic development potential of our towns and villages.</p>	<p>To look for opportunities in the development and implementation of the town centre masterplan will provide an opportunity to pursue solutions to car parking issues.</p>	<p>From April 2017.</p>	<p>This work is being progressed through the Town Centre Masterplan to be published in July 2017.</p>
<p>Scope out the cost of undertaking a study to provide a more robust evidence base for the allocation of sites in land use plans. The Study should also assess the opportunities for all types of funding (including Section 106) to secure delivery</p>	<p>The evidence base for future policy and implementation should be set in place.</p>	<p>Scope of Study defined by officers and discussed with lead members.</p>	<p>April 2017.</p>	<p>Study scoped out and commissioned in January 2017 for completion in April.</p>
<p>Work with developers to assist in the delivery of sites</p>	<p>Supported</p>	<p>To liaise with developers as required through pre application discussions or via economic development activities taking into account inter alia the Car Parking Site Availability and Deliverability Assessment (to be published in April 2017) and the Loughborough Town Centre Masterplan (to be published July 2017).</p>	<p>From April 2017.</p>	<p>This work will extend into the future as a mainstream activity in the service.</p>

Identify sites and promote with private car park providers drawing on all available sources of information	Supported	. Commission the Car Parking Site Availability and Deliverability Assessment and secure the completion of the emerging Town Centre Masterplan so that there is an evidence base to assist the promotion of car parks through discussions with private providers.	September 2017	.Work will be ongoing into the future as a mainstream activity in the service and implemented through consideration of sites coming forward through the town centre masterplan, the local plan or neighbourhood plan process.
Limehurst Depot should be developed as a car park.	Not currently supported due to location and environmental considerations (flood risk).	Not being taken forward.	Not being taken forward.	Not being taken forward.

Corporate Actions

Recommendation to Informal Cabinet	Member Steer	Officer Action	Timescale	Comments and Progress
Council's capital programme could be used to purchase land for the development of new car parks.	Officers were advised that the Council was not minded to purchase and / or develop land for car parks due to the high capital cost and the estimated 15 year pay-back period, building and running costs and the current financial position of the Council.	Not Appropriate.	-	No further action required at this time.

The Council should look at purchasing and developing sites.	As above	Not Appropriate	-	No further action required at this time.
The Council should look at purchasing land and developing a new multi storey car park in Loughborough.	As above	Not Appropriate		The Town Centre Masterplan may give rise to further work to explore site development and regeneration opportunities where private sector developers would take the lead which could facilitate enhanced car parking provision.

Appendix B – Car Parks Information and Performance

In the financial year of 2015/16 there were 650,000 users at all Loughborough town centre car parks as detailed below:

Beehive	365,000
Browns Lane	10,800 non-leisure users (Pay and display) 160,000 Leisure tickets sold over the counter
Granby Street	226,000
Southfield Ext	42,000
Southfield Road	5,600

The following table outlines the total number of vehicles using our car parks over the past years.

Year	Total for year	Difference to Previous Year
2010-11	597,858	-
2011-12	612,564	14,706
2012-13	601,892	-10,672
2013-14	591,811	-10,081
2014-15	610,002	18,191
2015-16	649,862	39,860
2016-17 (excludes March)	617,690	-

The following Table outlines the Tariffs and income for the paid car parks in Loughborough in 2016 (excluding Browns Lane Leisure Centre):

Tariff Charged	Time Period	Total Numbers	Split	Income
£0.20	30 min	53,453	9%	£10,691
£0.60	1 hour	156,764	27%	£94,058
£1.60	2 hours	156,563	27%	£250,501
£2.20	3 hours	90,057	16%	£198,125
£3.20	4 hours	33,637	6%	£107,639
£4.90	5 hours	11,347	2%	£55,602
£6.00	All day	20,439	4%	£122,636

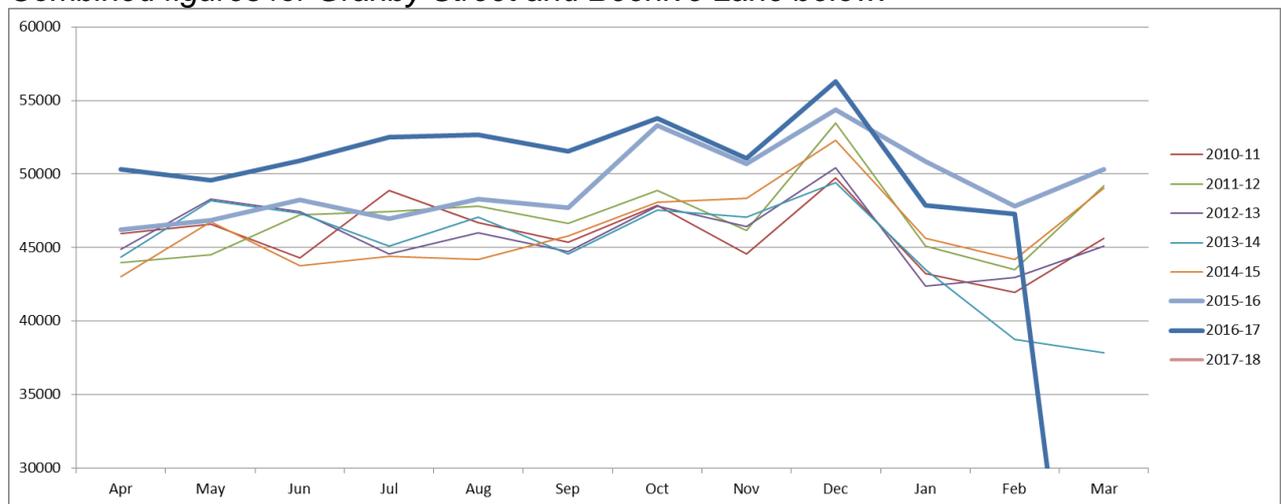
£0.60	evening / Sunday / BH	50,304	9%	£30,182
	Total	572,565		£869,434

This shows that the majority of people using the car parks are short stay visitors and shoppers. This excludes the 200+ long stay permit holders outlined below that use Beehive Lane Car Park, mainly during the week.

The two busiest car parks are Granby Street and Beehive Lane. The graph below shows the number of vehicles using each car park. There was a significant increase from mid-2015 probably coinciding with the Premier Inn and changes to the inner relief Road.

Numbers have gone up by 10% from 2013/14 period, but are not levelling out.

Combined figures for Granby Street and Beehive Lane below:



Individual day's occupancy will be dependent on many factors including weather, time of year and events in the town centre.

Beehive Lane

576 spaces are provided in the multi-story.

Approximately 200+ permits per day which are mostly Charnwood Staff and some partners e.g. Citizens Advice Bureau, LCC registrars and 10 week season ticket holders.

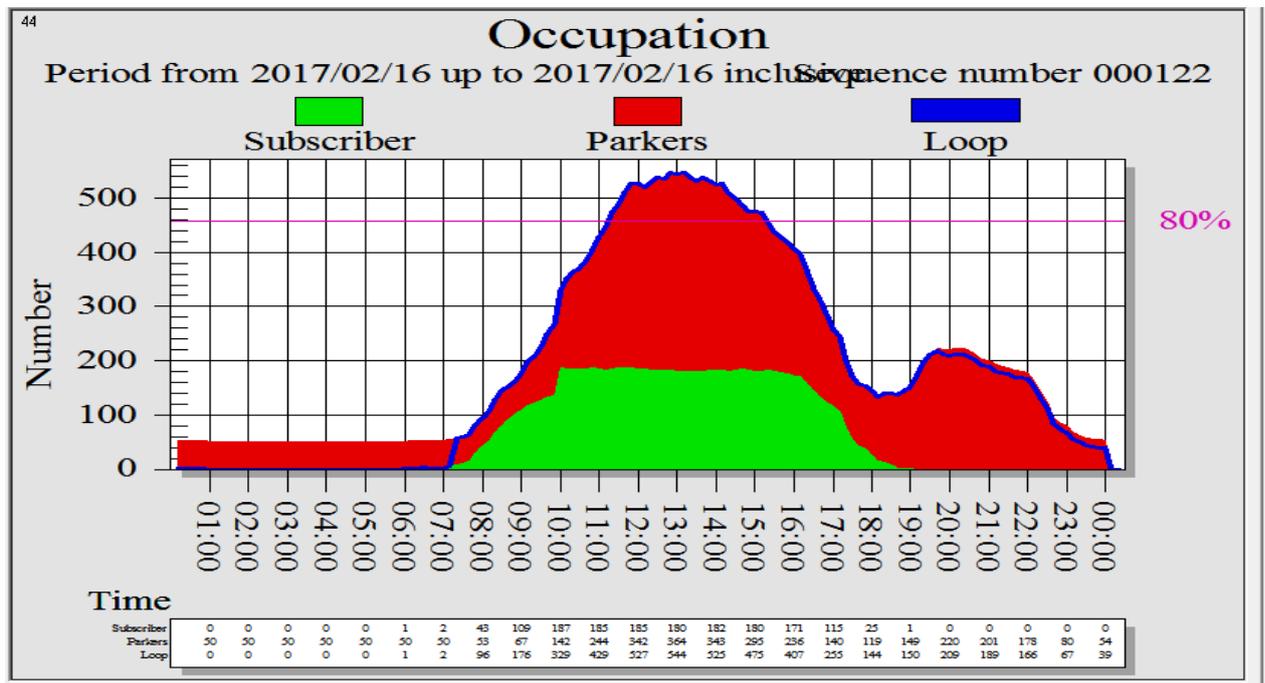
On a typical day there are approximately 50 overnight vehicles (presumably the majority being associated with the hotel).

Maximum peak usage is typically on a Thursday and Saturday because of the market. Normally this occupation will be over 80% and as below can be typically over 95% occupied at the peak period. Again, this is dependent on weather, events and promotions.

Note: the evening use as below depends on events e.g. Shows in the Town Hall

During key dates leading up to Christmas and during events the car park will go full.

Typical occupancy report for Beehive on a Thursday:



Granby Street

137 spaces in the Pay on Foot section plus 32 free disabled spaces.

The car park typically goes full on a daily basis from about 10am to the middle of the afternoon. Once the car park is full then it operates on a 'one out one in' basis.

Granby Street full record on a typical week:

