

Meeting:	Cabinet	Date:	11th July 2018
Subject:	Car Park Strategy		
Report Of:	Cabinet Member for Regeneration and Economy		
Wards Affected:	All		
Key Decision:	No	Budget/Policy Framework:	No
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Appendices:	Gloucester Car Parking Strategy Final Report		

FOR GENERAL RELEASE

1.0 Purpose of Report

1.1 To update Cabinet on the findings of the Gloucester Car Park Strategy.

2.0 Recommendations

2.1 Cabinet is asked to **RESOLVE** that:

- (1) The Car Parking Strategy included as Appendix 1 be approved;
- (2) A new multi storey car park with a capacity of at least 350 vehicles is included in the redevelopment of Kings Square;
- (3) The preferred site for achieving car parking growth is Westgate but also that Southgate Moorings provides potential for additional space;
- (4) The parking strategy should be reviewed annually to reflect changes in observed parking demand, and development assumptions.
- (5) All new and substantially refurbished Car Parks should be designed in accordance with Park Mark principles as well as Public Health England's "Preventing suicides in public areas" guidance of 2015.

3.0 Background and Key Issues

3.1 Cabinet will recall that LDA Design, Phil Jones Associates and JLL were jointly commissioned by Gloucester City Council to develop a city centre Car Parking Strategy focussing on public car parks.

3.2 The context for the Strategy is the significant levels of development expected in and around the City Centre during the next 10 – 15 years and the desire to ensure that sufficient parking is available to support that growth.

3.3 The methodology adopted in forming the Strategy was to collate baseline data for all public car parks run by Gloucester City Council, along with the main privately-operated car parks in the city centre. This included parking occupancy data, along with transaction data giving details such as duration of stay, where available.

- 3.4 The baseline data collected, see Section 2 of the Strategy, includes the number of spaces and utilisation rates at each car park based on evidenced parking demand assessed over a seven day period. Section 2 further presents this information in the form of three 'Zones' with Zone 1 being the most centrally located. All parking locations are shown at Appendix A.
- 3.5 Table 2-1 in the Strategy states that in total, 4304 spaces are available for public use in the City. However, it is important to note that in the case of North Warehouse, whilst the car park has 66 spaces available; these are only available in their entirety at weekends given the shared usage with Regus during the week. This doesn't affect the report's recommendations.
- 3.6 In addition, of the 1400 public spaces available at The Quays, an average of 450 per weekday are occupied by County Council staff under an agreement with Peel.
- 3.7 It is also important to recognise that in recent years, a number of publicly available parking spaces have been lost through redevelopment. For example, 138 spaces were lost with the redevelopment of the Barbican site for student accommodation for the University of Gloucestershire. However, the loss of spaces prior to June 2018 does not affect the report's findings.
- 3.8 Figure 2-6 in the strategy would suggest that currently, capacity exists in all car parks across the whole week although clearly, with utilisation rates of over 90%, several car parks will be full on occasions.
- 3.9 Section 3 of the Strategy looks at forecasts for future parking supply based on a number of development assumptions and demand based on planned development in the City and future population growth.
- 3.10 The assumptions in terms of future car park provision include:
- (i) Kings Walk provision of 290 spaces is lost in 2018 and reinstated in 2019;
 - (ii) Losing 428 spaces at NCP Bruton Way in 2019 and gaining 350 spaces in the new Kings Quarter Car Park in 2020;
 - (iii) Losing 300 spaces at Longsmith Street Car Park in 2021 as part of the proposed redevelopment of The Fleece Hotel site;
 - (iv) Losing 28 spaces in Ladybellegate Street and 81 spaces in NCP Blackfriars in 2022.
- 3.11 It is important to note that footfall assumptions relate to population growth rather than any change in shopper habits due to any restructuring of the leisure/retail sectors.
- 3.12 The Final Report is attached as Appendix 1 to this paper and the key findings include the following:
- (i) Of the 19 car parks included in the review, 4 had a mean utilisation rate of 90% or more. These being; Ladybellegate Street, North Warehouse, Southgate Moorings and Westgate. (See Figure 2-6, page 10 in Appendix 1). Clearly these are all on the south and west of the City and therefore, the usage at these sites in particular will be closely monitored to ensure sufficient capacity exists in these areas.

- (ii) On street parking does not form a significant part of the paid-for parking mix in the City Centre. (See paragraph 2.5, page 10 in Appendix 1)
- (iii) The usage of the Waterwells Park and Ride scheme is low with only 184 passengers using the facility on the busiest day with 300 parking spaces available. (see paragraph 2.6, page 11 in Appendix 1)
- (iv) A new multi storey car park with a capacity of at least 350 vehicles should be included in the Kings Quarter redevelopment scheme to replace the existing NCP Car Park at Bruton Way.
- (v) Taking into account the *Background Growth* assumptions included in Table 3-8, page 15 and the *Development Assumptions* included in Table 3-9, page 16 in Appendix 1, the Strategy concludes that the correct trigger for action for new provision is when the 90% level of service is reached which is predicted to occur between 2021 and 2022. However new provision does not need to be in place until absolute capacity is reached which is likely by the end of 2027.
- (vi) The Strategy also concludes that the preferred site for achieving car parking growth over the current level is Westgate but also identifies Southgate Moorings as a further option to be explored.
- (vii) The parking strategy should be reviewed annually to reflect changes in observed parking demand, and development assumptions.

3.13 The Strategy doesn't look at pinch points at key times, i.e. Christmas, when individual car parks may be full. However, Cabinet may wish to consider whether such pinch points may be alleviated by providing more real time information on capacity across the City and drive movements to car parks with spaces. The distribution of such information may be via existing electronic signage, app development or the use of social media.

3.14 Whilst the Strategy wasn't required to address car park design issues, it is recommended that each new and substantially refurbished car park should be designed in accordance with Park Mark principles http://www.britishparking.co.uk/write/Documents/safer%20parking/SPS_New_Build_Guidelines_2016.pdf as well as Public Health England's "Preventing suicides in public areas" guidance of 2015. https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/481224/Preventing_suicides_in_public_places.pdf

3.15 Finally, each new and substantially refurbished car park should have electric charging points incorporated in the scheme.

4.0 Asset Based Community Development (ABCD) Considerations

4.1 None directly.

5.0 Alternative Options Considered

5.1 The consideration of options will be undertaken when examining alternative approaches to meeting the rising demand on parking provision. As reflected in the Strategy, 90% occupancy is unlikely to be attained until 2021-2022.

6.0 Reasons for Recommendations

- 6.1 To provide a clearly defined approach to the provision of public car parking in Gloucester taking into account population and development led growth.

7.0 Financial Implications

- 7.1 There are no direct financial implications as a result of this report and the attached strategy.
- 7.2 However it must be noted that car parking income is a significant part of the Council's budget and any changes made as a result of this strategy would need to be quantified to assess the impact on income from car parking and potential subsequent effects on the Council's Money Plan.
- 7.3 The recommendation to produce a new multi storey car park as part of the Kings Quarter development would require a detailed financial appraisal to ensure the full costs of this development are met from future income streams to meet the Council's borrowing and associated costs.

(Financial Services have been consulted in the preparation of this report.)

8.0 Legal Implications

- 8.1 Whilst this Report does not of itself have legal implications for the Council, any future agreement to include a new car park in Kings Quarter will need to be assessed.

(One Legal has been consulted in the preparation of this Report.)

9.0 Risk & Opportunity Management Implications

- 9.1 The most significant risk arising from this Report relates to the development and growth assumptions. The suggested annual assessment of the Strategy will assist in managing this risk.
- 9.2 The proposed review of parking tariffs across the City Centre Car Parks may provide the opportunity of managing long stay and short stay provision in a way that maximises the efficient movement of vehicles and pedestrians across the City.

10.0 People Impact Assessment (PIA):

- 10.1 The actions proposed in this Report will benefit the residents and businesses in the City through the provision of appropriately located and sized public car parking provision.
- 10.2 The PIA Screening Stage was completed and did not identify any potential or actual negative impacts; therefore a full PIA was not required.

11.0 Other Corporate Implications

Community Safety

- 11.1 It is expected that the new and substantially refurbished Car Parks will result in a demonstrable improvement in Community Safety through the principles of designing out crime.

Sustainability

- 11.2 The current car park at Bruton Way is of poor environmental and design quality and the provision of a new facility will greatly improve the sustainability of a car parking asset.

Staffing & Trade Union

11.3 None.