

# Chichester District Council

THE CABINET

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## Chichester Road Space Audit

### 1. Contacts

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### 2. Executive Summary

This report provides details of a Road Space Audit which has been undertaken in Chichester city through consultants engaged by West Sussex County Council. The Road Space Audit considered the current and potential use of road and car parking space within the city to cater for existing and future parking demands. Cabinet are requested to consider the proposed feedback included within paragraph 6 which will form the basis of this authority's response to the document.

### 3. Recommendation

**3.1 That the Cabinet considers the Road Space Audit consultation document and provides feedback as set out within para 6 of this agenda report.**

### 4. Background

4.1 Working in partnership with Chichester District Council, West Sussex County Council (WSCC) (through the engagement of a consultant) has undertaken a 'Road Space Audit' for Chichester (see the appendix). This audit examines the current parking demand – both on and off street – and considers future demands and pressures on the road network and parking supply. The availability of convenient, secure, well maintained and appropriately priced parking is a key ingredient of a successful economy as identified in the Council's Parking Strategy. The approach taken considers how parking provision can support alternative travel solutions, infrastructure improvements, safety considerations and housing and business development in the area.

4.2 The Audit considers a number of broad concepts and suggestions and has identified four key themes for consideration:

4.2.1 **Tackling Parking Issues (On-Street)** – this recognises that Chichester relies on a significant in-commute from other towns to provide the labour and expertise for many of its services which results in on-street parking. The Audit suggests that this is something which is not only necessary but also should be welcomed. The Audit

proposes that a Residential Parking Scheme is introduced which covers the whole of the urban area of Chichester (page 12 of full report) and is defined and prepared for implementation. The Audit concludes that evidence has indicated that many residential streets carry surplus capacity at times, with sections of parking allocation on-street which are not relied on by residents offering a number of parking spots suitable to be allocated for daytime use by commuters. The Audit proposes that performance pricing be introduced to control the duration of the stay and that this performance pricing is based on adjusting the tariff paid to park based on demand to achieve the desirable occupancy rate of 85-90% for on-street parking.

- 4.2.2 Parking Supply and Traffic Management** – The assessment of off-street parking within Chichester indicates that there is limited scope for growth in parking demand based on existing city capacity. The Audit observed occupancy of 78% (when including the outer long stay car parks) and considers this to be high for a city average, where the city centre car parks show levels at or close to 100%. The Audit proposes potential closure and redevelopment of surface car parks within the city walls, which, it is considered, would remove around 2,000 vehicles trips per day in and out of the city. The approach suggested is for further short stay capacity to be provided in the current Northgate, Cattle Market and Avenue de Chartres car parks by reducing the space given in these locations to long stay permit use.
- 4.2.3 Roadspace Reallocation** – This concept builds on the previous two and reallocates some of the roadspace, encouraging improvements to the urban realm and greater travel by sustainable modes, by using the principles of ‘Link’ and ‘Place’. The proposal would ultimately reallocate roadspace to create better walk, cycle, urban realm and public transport, whilst simultaneously removing or relocating provision for car based travel resulting in more people choosing to walk and cycle because there is less traffic on a particular route.
- 4.2.4 To, Not Through** – The fourth concept builds on the previous ones and considers how in the longer term traffic may be progressively and proactively managed away from the city centre’s core areas to enable a greater emphasis on key place functions (visitor attractions, shopping, restaurants, bars, etc.). The Audit proposes to reduce the attraction of using the inner ring road as a way to pass through the city, by introducing some restraints to vehicular access and the provision of obvious routes in areas away from the core. This concept requires clarity that any trip into the core must return by the same route that it entered, and that Chichester is not a through route for motor traffic. It is felt that this will reduce significantly the traffic demand and open up clear opportunities to reallocate roadspace used for wider highways just outside the city walls.
- 4.3** WSCC is currently undertaking a consultation on the concepts set out within the Road Space Audit and the results of this consultation will assist with the formation of the related action plan and Transport Strategy for the City.

## **5. Outcomes to be Achieved**

- 5.1** To enable both Chichester District Council and WSCC to understand current parking demand, both on and off-street and how existing provision is used, along with an understanding of future demands and pressures on the road network and parking supply which allows for some outline recommendations for improvement. This allows the WSCC and District Councils to best understand measures and resources required

in order to meet these challenges, adjust parking supply and make the best of Chichester. The intended outcomes are a quieter, traffic calmed city centre that retains appropriate amount of parking for those who need it and increases the take-up of more sustainable modes of transport.

## **6. Proposal**

6.1 The Audit has been considered by relevant officers of Chichester District Council. Officers recommend that the Council provides the following feedback to WSCC:

- 6.1.1 The findings of the report are consistent with the objectives within the approved Vision for Chichester.
- 6.1.2 The report suggests potential closure of some of the key car parks within the city (which is for the district council to determine if appropriate). Whilst the reasoning behind this suggestion is understood, a key issue is whether there are sufficient spaces further outside of the city centre or within residential areas to accommodate parking. Any such car park sites would be potentially used for 'park and walk' and we must have confidence that the sites would be utilised.
- 6.1.3 Car park income is one revenue source for assisting with covering costs of car park provision and any surplus is used to support other related services. Should there be a reduction in the number of off-street parking places there is likely to be a reduction in the income generated and this will need to be considered as part of the overall council budget setting process. It is not possible to quantify any potential reduction at this stage. Alternative uses for closed car parks might generate some off-setting income but the quantum is not known at this stage. A full assessment of the financial consequences of the proposals is required.
- 6.1.4 The impact of performance pricing in on-street bays and how this relates to off-street car parks has not been fully considered and will require a full assessment to understand demand, capacity and effect on income.
- 6.1.5 There may be concerns from residents regarding the increase of commuter parking in residential streets. It is clear that access for residents and deliveries must be preserved and this must be carefully communicated to those affected.
- 6.1.6 The full impact of the proposals on the retail sector has not been considered at this stage and this will require careful assessment to understand the potential loss of any retailers as a result which could be significant on footfall. A full consultation with the retail sector should be undertaken.
- 6.1.7 The demands for parking provision from the larger employers and organisations in the city will require consideration as part of any on-street and off-street parking provision and these demands are likely to fluctuate in future years.
- 6.1.8 The opportunity to use under-utilised road space for coach and lorry parking should be investigated and implemented if practicable. If successful this would release the existing coach/lorry park for more appropriate use to support the local economy.
- 6.1.9 The report proposes a change to the process undertaken to allow commuters to park on-street. Operational costs, time and policy associated with introducing amendments to on-street permits have not been considered at this stage, and will require further assessment and understanding.
- 6.1.10 The implications of the result of the A27 project must be considered, particularly in relation to the 'to, not through' element of the proposals.
- 6.1.11 The implications of the to, not through proposal on north/south trips needs to be understood

- 6.1.12 Chichester has three Air Quality Management Areas (AQMAs). The impact on the air quality of the measures and schemes described in the Road Space Audit is unclear to those specific areas although the principle of reducing vehicles in the city centre will potentially reduce car emissions, which is strongly supported and sits well with the Air Quality Action Plan and the Chichester Vision.
- 6.1.13 Encouraging non-car modes of transport such as walking and cycling , particularly by building this into day-to-day activities, will help to encourage behavioural change into the fabric of a place and make such modal choice the default.
- 6.1.14 Car Clubs warrant a mention with regard to road space. Further roll-out of the car club through Traffic Regulation Order bays in the residential areas could reduce residential demand through a collaborative consumption/resource sharing approach to accessing a car.
- 6.1.15 The document has significant emphasis on fostering an environment which makes walking and cycling the obvious choice for local journeys. Whilst we are strongly supportive of this approach and there is mention of making provision for those who are less able or unable to walk or cycle perhaps this theme should be developed further such that the Audit and any future action plan is more inclusive in that regard.
- 6.1.16 By considering the whole place, both on and off-street now and in the future, the Road Space Audit may be used to determine parking management plans that balance the needs of residents, businesses and visitors. In doing so it is anticipated that revised parking plans can be created that do not simply move a problem from one place to another. The Road Space Audit is an enabling / advisory document proposing a set of principles to assist with planning and managing parking in the city, complementing existing statutory plans and emerging studies in respect of transport infrastructure, parking policy and spatial planning.

## **7. Alternatives Considered**

- 7.1 Not to engage with the process of a Road Space Audit. This would not allow either authority to further understand the demand for on and off-street parking nor to make the best use of parking allocations in the future.

## **8. Resource and Legal Implications**

- 8.1 The Road Space Audit has been funded by WSCC. Staffing implications for CDC in respect of the emerging action plan have not been considered at this stage.
- 8.2 Should car park closures take effect there would be implications for the Council's assets and finances which would need to be fully understood.
- 8.3 Chichester District Council's Parking Strategy will require review as a result of the Road Space Audit should it be approved. This work has been programmed in for the current financial year however this work is dependant on the results of the Road Space Audit being concluded and any City wide transport modelling that WSCC conduct as part of the Chichester Vision work, as well as the Local Plan and Southern Gateway.

## 9. Consultation

9.1 Stakeholders have been involved in the process, with a number of events having taken place and views considered to formulate the final document. The Chichester District Parking Forum has also been kept fully informed on the progress of the Road Space Audit, with a number of representatives from the Forum having attended the associated workshops. Views from the Forum have been incorporated into the Council's proposed response. A presentation was held on 31 July 2017 which was open to all Members of the Council.

9.2 Consultation with the general public closed on 31 October 2017.

## 10. Community Impact and Corporate Risks

10.1 Whilst it is anticipated that the outcomes from the action plan will improve the nature of parking, there will be inevitably be concern from local residents and businesses. The reduction of surplus parking income may have an effect on the council's ability to support key service areas.

## 11. Other Implications

Are there any implications for the following?		
	Yes	No
<b>Crime and Disorder</b>		X
<b>Climate Change</b> Improved use of road networks and car parks reduces travel and emissions associated therewith	X	
<b>Human Rights and Equality Impact</b> Reducing parking supply in the City centre could impact on persons with specific mobility needs. Careful design of the parking supply will be needed to ensure that such persons are not disadvantaged.	X	
<b>Safeguarding and Early Help</b>		X
<b>Other</b> (please specify) eg biodiversity		X

## 12. Appendices

12.1 Chichester Road Space Audit Executive Summary

## 13. Background Papers

13.1 Chichester Road Space Audit – full document:

[https://haveyoursay.westsussex.gov.uk/highways-and-transport/chichester-rsa/supporting\\_documents/Chichester%20Roadspace%20Audit%20Final%20Report.pdf](https://haveyoursay.westsussex.gov.uk/highways-and-transport/chichester-rsa/supporting_documents/Chichester%20Roadspace%20Audit%20Final%20Report.pdf)