



Hull Local Plan: 2016 to 2032

SPD5 City Centre Car Parking Strategy Supplementary Planning Document

Consultation Statement – Addendum

October 2019

1. Background

- 1.1 In preparing Supplementary Planning Documents (SPDs) the Council is required to follow the procedures laid down in the Town and Country Planning (Local Planning) (England) Regulation 2012.
- 1.2 Regulation 12 states that before adoption of a SPD the local planning authority must prepare a statement setting out:
- the persons that the local authority consulted with when preparing the SPD;
 - a summary of the main issues raised by those persons; and
 - how those issues have been addressed in the SPD.
- 1.3 This Consultation Statement accompanies the Hull City Centre Car Parking Strategy Supplementary Planning Document. This document provides additional planning guidance on the following policies of the Hull Local Plan: 2016 to 2032, which was adopted on the 23rd November 2017:
- Policy 10 City Centre Mixed Use Sites
 - Policy 26 Location and Layout of Development
 - Policy 30 New Parking Sites
 - Policy 31 City Centre Car Parking
 - Policy 32 Parking Standards
 - Policy 36 Walking, Cycling and Powered Two-Wheelers
 - Policy 47 Atmospheric Pollution

2. Consultation

- 2.1 Preparation of the draft SPD was undertaken from January 2018 by a joint officer project team which included officers from Planning, Streetscene, Major Projects & Infrastructure, and Environment & Climate Change. The draft SPD has been through the Council's

committee regime and elected members have had the opportunity to comment on the draft document. At Planning committee on 17th July 2018 and Cabinet on 23rd July 2018, Members agreed to approve the draft SPD for consultation purposes.

2.2 The draft SPD was made available for public consultation between 24th October and 30th November 2018. A public notice to publicise this event was published in the Hull Daily Mail on Wednesday 24th October 2018.

2.3 The draft SPD and associated documentation was made available for inspection on the Council's website and at the following Council locations:

- the Wilson Centre;
- Guildhall reception;
- Hull History Centre; and
- all Council Customer Service Centres and libraries.

2.4 A press release was issued and the draft SPD was the subject of a feature in the Hull Daily Mail on 24th October 2018. The draft SPD was part of the City Centre Key Development Sites Exhibition held at Trinity Market in the Old Town in late October 2018. A consultation bus visited key locations outside the city centre: Holderness Road and Hessle Road on 24th October 2018; and North Point Shopping Centre and Orchard Park Tesco on 25th October 2018. Around 30 potentially interested parties were emailed directly with details of the consultation.

3. Consultation responses and main issues

3.1 During the consultation period the Council received representations from 14 respondents. Comments were, in general, supportive of the direction of the draft SPD. A summary of these representations with the Council's responses are set out in Appendix 1.

3.2 Particular issues raised included:

- More electric vehicle charging points needed;
- Greater use of technology can promote car clubs and car sharing;
- Concern with potential loss of car parks to development;
- Concern with condition of multi-storey car parks and their safety and security;
- Support for 24/7 opening of car parks;
- New residential developments should provide parking for the new residents;
- More park and ride sites are needed around the city;
- Support for development of bus services and cycle facilities to encourage use of these modes;
- Provision of free or low cost car parking to support the city centre economy.

3.3 Detailed responses were received from:

- Residents of Kingston Square – concern with conflict between residents and theatregoers parking;
- Hull Civic Society – the number of long stay car parking spaces should not be restricted; the 2-hour parking zone should not be extended into surrounding areas;
- Highways England – main concern with traffic generation and its impact on the strategic road network; support limiting car parking and encouraging sustainable modes in order to reduce the number of vehicles travelling to and from the SRN.

4. Main changes to the SPD

4.1 The responses to the consultation have been considered in preparing the final SPD and the main changes are summarised below:

- Clarifying that the strategy covers both the central controlled parking zone and the surrounding 2-hour parking zone (section1);
- Clarifying the relationship between the parking strategy and local

- plan policies (section 2 and new Appendix 1 of the strategy);
- Adding reference to the number of on-street parking spaces (section 2);
- Adding reference to the number of on-street parking spaces for people with disabilities (section 2);
- Add reference to potential extension of the controlled parking zone to the area south of Castle Street, including the Fruit Market and Marina (section 2);
- Add reference to flexible application of the standards in Appendix 3 of the strategy (section 6);
- Adding reference to the number of resident parking permit holders (section 12);
- Add reference to the current locations of EV charging points (section 16);
- Adding reference to lift-sharing as a means of reducing the demand for parking (section 17);
- Adding Londesborough Street car park (Appendix 2 of the strategy).

5. Second Consultation

- 5.1 A second consultation on the revised document was held between 23rd April and 3rd June 2019. A public notice was placed in the Hull Daily Mail on Tuesday 23rd April 2019 and the documentation was made available for inspection on the Council's website and at the Wilson Centre.
- 5.2 No further comments were received; however, the document has been factually updated to reflect the current position regarding locations of car parks and numbers of spaces. This is summarised in Appendix 2.

Appendix 1: Summary of representations

(i) On-bus consultation

<i>Location</i>	<i>Comments</i>	<i>Council response</i>
Holderness Road	Need for more electric vehicle charging points for the public	The strategy promotes the provision of EV charging points in the city centre – see section 16.
North Point	Access to city centre by bus is important. Concern with loss of major stores. City centre too spread out.	The city centre is the focus of the bus network and the Council works with the two main operators to provide bus priority measures where appropriate. The operators provide frequent services along the main radial road corridors and the Council provides some funding, from reduced resources, to support non-commercial services.
Orchard Park Tesco	Nowhere to park in city centre. City centre parking too expensive. Prefer Kingswood & North Point – free parking. Town car parks too far from shops.	Parking is provided across the city centre so that, as far as possible, it is reasonably close to where people want to go. Most of the time there is sufficient parking to meet demand. Parking charges are considered to be reasonable in comparison to other cities.
Orchard Park Tesco	Need to keep Albion Street car park. Multi-storey car parks need disabled access. On-street disabled parking needs kerbs dropping.	Redevelopment of the Albion Street site will incorporate provision of car parking. Current multi-storey car parks, except George Street, include provision for disabled access. All new multi-storeys will include disabled access, as at Osborne

		<p>Street.</p> <p>There is no requirement for on-street disabled parking to be provided with dropped kerbs. However, reference to on-street parking spaces for people with disabilities will be added to the strategy.</p>
Orchard Park Tesco	<p>Suggest tram system using old railway routes.</p> <p>City centre should be car-free.</p> <p>Suggest park & ride station where A1079 crosses Hull-Beverley railway.</p> <p>Station also needed at KCom stadium/ HRI</p>	<p>Previous transport studies have considered light rail for Hull but the city is not of sufficient size for a system to be viable. Park & Ride has been considered at several locations and a site at Dunswell is allocated in the East Riding Local Plan.</p> <p>A station serving the stadium/ hospital has been considered but the rail operators view the location as too close to Paragon Station. In addition, the cost of providing a 4-platform station would be considerable.</p> <p>There is extensive pedestrianisation in the city centre but a balance has to be struck with the need to provide essential vehicle access for servicing and parking.</p>

(ii) On-line consultation

<i>Respondent</i>	<i>Comments</i>	<i>Council response</i>
G Wathey	Please take account of electric vehicles in your new plans. We visit Hull regularly and struggle to find a free	The strategy promotes the provision of EV charging points in the city centre – see

	charge point for our return journey.	section 16.
A Hodgson	<p>Support parking in the city centre as it contributes to the economy.</p> <p>I would like to use public transport to and from work but I live in Hessle and work in the city centre starting at 6am and there are no buses or trains at that time.</p>	Commercial provision of public transport depends on levels of demand. Council support for non-commercial services is limited by funding availability.
G Osborne, Kingston Theatre Hotel	<p>Parking agreement with City Council (Feb 2016) allowing John St B&B guests to park in Francis St/ Albion St/ History Centre car parks (permit £2.50 per day) – to compensate for loss of John St car park to UTC/ New Theatre extension.</p> <p>Would like to ensure the parking strategy has regard to this agreement – crucial it stays in place to support the unique mix of businesses and residences in the Kingston Square area.</p> <p>The agreement also allows Kingston Sq residents to use Albion St/ Francis St car parks 4-10pm, and George St/ History Centre 24/7.</p> <p>Suggest upgrading George St for theatre goers to be manned pre- and post- performances and at a nominal fee.</p>	This level of detail is not appropriate for the strategy. The strategy does not remove any legal agreements already in place.
P Sanderson, resident of John Street	Strategy claims that city centre residents' permits are heavily subsidised but it costs £80 which is amongst the highest in the UK.	The demand for residents' parking is greater than the supply of spaces, so priorities need to be set. The Council is seeking the best way to manage spaces,

	<p>Often not possible to find a space after 6.30pm owing to New Theatre.</p> <p>Most residents occupy spaces when not at work (i.e. not during the day).</p> <p>Closure of car parks eg. John St and part Albion St has had massive impact on theatre.</p> <p>The cost of a residents' permit should not increase.</p> <p>Developers of flats should provide off-street parking.</p> <p>Residents with private off-street parking should not be entitled to on-street permits.</p> <p>Visitor permits for city centre residents should be available for use in long stay multi-storey car parks.</p> <p>Do not close any more car parks. No development on car parks unless developer provides more parking.</p> <p>More park & ride to encourage people to use public transport.</p> <p>Free parking on Sundays.</p>	<p>and pricing policy is a part of this.</p> <p>Replacement parking is a requirement of development on key development sites. Redevelopment will be phased so that an adequate supply of parking continues to be available.</p> <p>Some parking provision will be expected in new development, although this may be limited in conversions of existing buildings.</p> <p>A park & ride site to the north of the city at Dunswell is allocated in the East Riding Local Plan.</p>
<p>A Hatfield, Kingston Square Association</p>	<p>Restricting on-street parking to existing city centre residents seems like the only sensible course of action when taking into consideration the number of new developments.</p>	<p>The demand for residents' parking is greater than the supply of spaces, so priorities need to be set. The Council is seeking the best way to manage spaces, and pricing policy is a part of this.</p>

	<p>With the redeveloped New Theatre having a capacity of around 1200, it will be essential to offer 24/7 parking in multi-storeys if Albion Street car park is reduced in size or ultimately replaced. George St is possibly best suited to accommodating large numbers of theatregoers as it is barely 100 yards away. The Council could consider directing theatregoers to this car park at the time of booking.</p> <p>The SPD should mention or incorporate provision for current city centre residents and guests of the Kingston Theatre Hotel to use on-street car parks – most notably 24/7 use of the History Centre car park. This was agreed in 2016 following a meeting between the Council and the Kingston Square Association. Reducing any level of provision would amount to a betrayal of trust.</p>	<p>The Council is aiming to achieve 24/7 car parking in multi-storey car parks (see section 10 of the strategy). Albion Street car parking will be re-provided in the new development.</p> <p>Regarding Kingston Square, this level of detail is not appropriate for the strategy. The strategy does not remove any legal agreements already in place.</p>
G Long, Cock of the Walk	Unreasonable to expect women especially to park in George St multi-storey as it is very unsafe, dark and too far away. Nearer and safer parking should be available – the agreement should be honoured (24/7 use of History Centre).	The strategy does not remove any legal agreements already in place.
A Davidson, Sustainable Travel Officer	<p>The strategy omits on-street parking numbers, which with automated payment can be treated as long term parking.</p> <p>No mention of permit parking zones (free parking for 2 hours) within the outer city centre areas, e.g. Queen St, Wellington St, Blanket Row, Nelson St, Francis St, Grey St etc.</p> <p>Document appears not to include Tesco Extra car park</p>	<p>Reference to on-street ‘pay and display’ parking numbers will be added to the strategy.</p> <p>The 2-hour parking zone is referenced in section 2. However, in section 1 it will be clarified that the area covered by the strategy comprises the central controlled parking zone and 2-hour zone combined.</p>

	<p>(free parking for 30 mins) with a capacity of around 800, which is additional to St Stephen's 800+.</p> <p>Hilton Hotel 2 car parks (1 without permission) not listed.</p> <p>Should Londesborough Street car park be included?</p> <p>Is there an opportunity to indicate numbers of existing city centre permit holders to establish the impact it is having on available space for short term customer parking and identify a limit?</p> <p>Rather than pay for premium parking integral within a development e.g. Kemley House, Queens Dock (BBC), there appear to be significant numbers of vehicles with on-street permits (particularly at weekends) that are restricting the availability of short term parking for business/ leisure/ evening economy customers.</p> <p>There appears to be very little reference to cycle parking provision other than 36(3).</p> <p>As the minimum provision is quite low, the example (p341) of a B1, 275m² office requires 11 car parking spaces but a minimum of 1 short term cycle parking space (1/500m²) and (assuming 11 staff) 1-2 long term cycle parking spaces (1/10 staff). Assuming staff occupation is 1/8m² giving 34 members of staff, cycle parking provision would be a minimum of 4 long term cycle spaces.</p> <p>As city centre space is at a premium, the cycle parking provision should be increased to a similar or higher provision than for motor cycles (20%) to ensure that</p>	<p>The Tesco car park is for customers of the store and therefore not defined as a public car park.</p> <p>The DoubleTree Hilton car park is for customers of the hotel and not the general public.</p> <p>Londesborough Street car park is intended to serve HRI. However, as it is located within the strategy boundary it will be included in the strategy.</p> <p>Reference to the number of exiting permit holders will be added to the strategy.</p> <p>Provision of cycle parking, although a significant element of overall transport strategy, is not within the remit of this strategy, which is concerned only with car parking. Policy 36(3) is referenced in section 6 to make clear that while car parking requirements are lowered to 20% in the city centre, there is no reduction to cycle (or motorcycle or disabled) parking standards. Cycle parking will be subject to review at a future date.</p> <p>Reference to lift sharing as a more efficient use of car parking spaces will be added to the strategy.</p>
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	<p>sustainable/ active travel methods are a realistic alternative choice.</p> <p>The parking strategy makes mention of car sharing, however it focuses on Car Clubs and does not identify opportunities to encourage lift sharing e.g. www.liftshare.com where commuters are connected through mobile phone apps to travel to the same destinations. Consequently prime parking locations (discounted fees) within car parking facilities for travellers who can confirm shared travel such as www.Faxi.com should be an element of the car parking strategy.</p>	
Hull Civic Society	<p>Introduction The identification of long term parking solely with commuting into the city centre is now less clear-cut than formerly. Now the city centre has to compete with out-of-town shopping/ offices with free parking, other towns, and the internet. We need to frame a transport and parking policy which will help to promote the city centre (including the Old Town) as an attractive destination for visitors, residents and employers. Our parking strategy should help the city to capitalise on these assets to counterbalance the competing forces mentioned above, rather than penalise visitors and local people who want to spend a day in the city centre.</p> <p>1. Vision and Objectives Fig 1 shows the Parking Strategy area extending to include the 2-hour parking zone where free parking is available for up to 2-hours. The strategy does not say how parking in these areas will be managed, nor explain</p>	<p>The strategy takes account of these aims.</p> <p>The strategy boundary does not represent an extension of the 'pay and display' zone. Section 1 will be clarified regarding reasons for the identified boundary.</p>

	<p>why the extension is necessary. We are opposed to any extension of the 'pay and display' parking zone.</p>	
	<p>2. Relationship to the Local Plan While we welcome all moves to strengthen the viability and attractiveness of public transport and cycling as an alternative to private cars, we are aware that there are some journeys which require a car. We believe that long stay car parking could be an important factor in the re-invention of the city centre to encourage longer visits to the city. We therefore would query the strategy of restricting long-stay parking to 3,500 spaces.</p> <p>We believe that residents' parking should be as close as possible to the where people live, partly for convenience, especially when shopping is to be unloaded, and partly for personal security, especially at night. For this reason, we do not support the idea of residents having to park in the multi-storey car parks, where a person may easily be alone late at night.</p> <p>On the other hand, opening multi-storey car parks later for theatre, concert and cinema-goers would help the evening economy. The security issue is less of a problem for leisure users, as people tend to go to entertainment venues in pairs or groups and park or collect their cars when other patrons are also leaving or entering the car park.</p>	<p>There needs to be a balance between access by car and other modes of travel. Allowing unlimited long stay parking would not be an efficient use of land in the city centre.</p> <p>There is limited space available for car parking on-street, and in many cases in developments such as conversions. Making use of under-used space in multi-storey car parks is a sensible option to offer. Increased use encourages more informal surveillance and security/ safety.</p> <p>Opening multi-storey car parks 24/7 is being actively pursued by the Council.</p>
	<p>3. Location of car parks We believe that any future reconfiguration of Queens Gardens would present an opportunity to create a large,</p>	<p>Provision of an underground car park at Queens Gardens would be a major undertaking and in the first instance would</p>

	<p>centrally-located underground car park, perhaps with access from within George Street Car Park. It would be convenient for the Old Town and would help to restore a balance of footfall. At present, the strong attraction of Tesco at St Stephens tends to draw trade to the western side of the city centre, benefitting only the shops in St Stephens and, to an extent, in the Prospect Centre. This harms the trade of many smaller shops in other parts of the city centre if they cannot comfortably be reached from St Stephens within the 2 hour parking limit. The land of Queens Gardens is owned by the City Council We believe that there should be a feasibility study.</p> <p>With the increasing leisure activity in the Old Town and the greater frequency of concerts and other events in Hull Minster, we believe that evening opening of King William House Car Park, Market Place, should be negotiated with the owners, as there is increasing competition for parking in the Old Town.</p> <p>The vacant land between Wincolmlee and the River Hull would be a suitable location for a free car park to complement on-street parking at the eastern side of the city centre.</p>	<p>require feasibility and cost/ benefit studies.</p> <p>The Tesco car park at St Stephen's is intended for customers of the supermarket. Other car parking is available to serve the city centre more generally.</p> <p>King William House is a privately owned multi-storey car park and its opening hours are a commercial decision by the operator.</p> <p>Vacant land at Wincolmlee is a key development site in the Local Plan. It has been used for car parking on a temporary basis in the past, but this was when other car parks were under pressure and before adoption of the local plan.</p>
	<p>4. Balance between long and short stay parking</p> <p>- Commuters</p> <p>Hull Civic Society believes strongly that it is desirable, from the point of view of reducing carbon emissions, to encourage a shift from long-stay commuter parking. This kind of movement is best catered for by cycling over short</p>	<p>The options for offering incentives to use electronic vehicles will be kept under consideration.</p> <p>Surveys have shown there to be ample capacity in long stay parking most of the time. It must also be considered that</p>

distances of up to 2 or 3 miles (along cycle-friendly routes), reliable and frequent bus and train services, and use of Park & Ride where the journey originates beyond the city. However, it must be recognised that long-stay commuter parking will always be needed in the city centre for certain categories of daily car-based commuters for whom car-sharing, public transport or cycling is rarely a viable alternative to commuting by private car. In these cases, better air quality can only be achieved by encouraging use of low- or zero-emission vehicles. One option for this would be to offer drivers of these vehicles free or heavily discounted long-stay parking.

- Visitors

We also believe that at a time when city centre businesses face severe competition from out-of-town and internet shopping, Hull city centre's diverse offer of shops, entertainment, cafes, restaurants, museums and historic environment can only be marketed as a total visitor attraction if adequate long-stay parking is available, as well as good (and affordable) public transport alternatives, to encourage visitors to explore and enjoy the city's cultural, entertainment and shopping facilities without anxiety about time restrictions. We believe city centre businesses would benefit enormously from the availability of more than the proposed maximum of 3,500 long-stay parking spaces and that these parking spaces should not be punitively charged. This is another instance where charges for low- or zero-emission vehicles should benefit from free or heavily-discounted parking charges. Not all shoppers want to leave the city centre after two hours! A 2-hour limit allows only for a rapid visit to one or

providing additional parking would potentially attract more traffic on roads into the city centre, and more congestion.

A range of types of parking is available to cater for different needs, e.g. on-street, short stay, long stay, so there should be no need for anxiety over time restrictions. There is no need to leave the city centre after 2 hours if the appropriate type of parking is chosen.

The Council has benchmarked its parking charges against those in similar cities, and this has shown the charges not to be punitive or excessive in comparison to other centres.

	<p>two nearby shops, with the anxiety of watching the clock to avoid over-stay, removing all enjoyment from the visit.</p>	
	<p>5. Development potential of car parks We welcome the statement that no more than two permanent car park sites should undergo redevelopment at any one time, so as to ensure that there is adequate short-term parking for shoppers and visitors to the city centre, but we believe that this rule should also apply to long-term parking, which is equally essential.</p>	<p>Surveys have shown there to be a more than adequate quantity of long stay parking spaces.</p>
	<p>7. Park & Ride options The development of major Park & Ride sites in the east and north of the city is essential to ease traffic on Holderness, Hedon, Beverley and Stoneferry Roads and these should be provided as soon as possible. Their effectiveness would be greatly increased, especially at the time of major events, if operation were extended later into the evening. This could be done later in the evening by:</p> <ul style="list-style-type: none"> - re-routing regular bus services to call at the P & R car park after the dedicated Park & Ride service has finished, or by - allowing the dedicated P & R service buses to pick up intermediate passengers in the evening to increase their revenue. <p>We would also suggest creation of clearly-signed smaller free car parks at or near existing bus routes to encourage drivers to continue their journey into the city centre by bus. The re-opening of Hull Fair ground on Walton Street (without a special dedicated P & R dedicated bus service)</p>	<p>A park & ride site to the north of the city at Dunswell is allocated in the East Riding Local Plan. Longer term, there are aspirations to develop park & ride sites to the east of the city (at Bilton and Saltend). In both cases, sites would most likely need to be located in the East Riding of Yorkshire Council area.</p> <p>It is understood that park & ride tickets can also be used on other bus services. Re-routing evening regular buses to call at the park & ride site would require consideration of the costs and benefits of doing this. Park & ride buses do not pick up intermediate passengers as the purpose of the service is to provide a similar journey to that by car, i.e. with few stops. In addition, picking up intermediate passengers may lead to other regular bus services becoming less viable.</p>

	<p>is one obvious candidate, as it is close to frequent bus services on both Anlaby Road and Spring Bank West. Other smaller parking sites should also be investigated.</p>	
	<p>8. Condition of car parks As car parks are part of the city's townscape, Policy 31 should be amended in paragraph 4a to state: <i>'The perimeter should have a clearly defined <u>and landscaped</u> boundary.'</i></p>	<p>Policy 31(4a) is in the adopted Local Plan and therefore cannot be amended at present. However, reference to landscaping is covered in Local Plan Design Policy 14(c).</p>
	<p>9. Safety and security of car parks We agree completely that car parks need to be safe and secure. We do not consider that George St and Pryme St car parks are secure enough for overnight residents' parking needs. Residents should always be able to park at their homes, at least in the evening and overnight.</p>	<p>Improvements to safety and security at Pryme Street multi-storey car park are under consideration. George Street multi-storey is at the end of its lifespan and its future is under review.</p>
	<p>10. Timing of parking 27/7 option We welcome the idea of opening more car parks at least into the very late evening, to serve the evening economy. There have been occasions, when a concert at the City Hall has coincided with a show at the New Theatre, and demand for on-street and off-street spaces has exceeded supply in the Albion Street/ Baker Street/ Jarratt Street area, resulting in drivers touring all the locality in search of a space. When there is also an event at the Bonus Arena, the competition for parking spaces is even keener. The opening of George Street Multi-Storey until at least 11 p.m. would help patrons of the New Theatre and relieve Albion Street Car Park.</p> <p>We believe that negotiating later opening with the private</p>	<p>The potential for later opening at King William House multi-storey is an issue that can be pursued further.</p> <p>A new multi-storey car park is proposed at Blackfriargate and there is a current planning application for this as part of a major development scheme.</p>

	<p>owners of King William House Car Park would help to satisfy the increased demand for parking in the Old Town, arising from greater use of Hull Minster for concerts and other events and the increased number of visitors to Old Town leisure facilities.</p>	
	<p>11. Council-operated car parks – pricing policy While we accept that market forces are taken into account in setting off-street parking charges, it must be remembered that parking is not a commercial product in itself. The cost of providing car parks may need to be covered and demand for car park spaces may need to be regulated by charging, but parking is a service that is essential to the city's economy and charges that are perceived as too high will discourage people from shopping, doing business or visiting places of entertainment in the city centre. At a time when city centre businesses face severe competition from the internet and out-of-town businesses in locations where parking is free, charges, if raised at all, need to be set at a level that minimises their deterrent effect. Resident Parking Permits should also remain at an affordable level and not increased sharply.</p>	<p>Car parking can be a commercial product and is treated as such by private car park operators. The provision and pricing of car parking is considered as part of an overall transport strategy that seeks to balance access by different modes and minimise congestion and pollution.</p> <p>The cost of car parking in Hull is not considered to be excessive in comparison to other similar towns and cities.</p>
	<p>12. Residents' parking permits Parking permits are an important safeguard for residents, who should, for convenience and security, be able to park near their homes. We would query the statement that '... new residents of newly constructed residential schemes will only have access to the long-stay car parks, in order to ensure adequate space is available on-street for shoppers and</p>	<p>Ideally, residents would be able to park close to their homes, however it has to be accepted that this is not always practicable in city centre locations. In particular, conversions to residential use may not be able to provide on-site parking. In general, city centre residential development offers a different living</p>

	<p>visitors to the city centre'. Newly constructed residential schemes should always be designed with adequate numbers of parking spaces for residents. The quantity of parking spaces specified in the Local Plan should be strictly enforced when planning applications are determined. It should normally be in the form of ground floor parking, which is invisible from the street, to fit in with the design of the building.</p>	<p>environment from suburban development, and potential occupiers will be aware of this. A lack of parking is offset by ready access to services, facilities and public transport.</p>
	<p>13. Coach parking Accurate Information about coach parking is difficult to find. The Visit Hull & East Yorkshire coach parking map is now out of date as it shows coach parking at Princes Quay and a search on the internet brings up no immediate information about how to book coach parking in Hull. Organisations such as Hull Civic Society often act as host to visiting groups, usually to take them on guided walks round the Old Town and we are usually asked by the visitors about approved set-down and pick-up points and coach parks. The procedure (contact numbers/ email/ website) for arranging coach parking through the Council's Parking Service needs to more widely publicised.</p> <p>Wherever the proposed cruise terminal is located, we agree that a park & ride shuttle would be better than car & coach parking on-site.</p>	<p>Comments regarding the lack of information on coach parking are noted. The information available on the Council's website and to tourist organisations will be reviewed and updated.</p>
	<p>14. Impact on air quality – particularly around Castle Street We share anxiety about air quality, especially on and around Castle Street, but also in the whole city. Modal</p>	<p>The Council works with the bus operators to maximise bus accessibility to the city centre. The Council has implemented bus priority measures on the radial road</p>

	<p>shift within Hull and district can best be achieved by the availability of high quality alternatives, rather than penalising visitors and local residents who have chosen car travel for valid reasons and wish to stay in the city centre longer than two hours to enjoy a wide range of its facilities.</p> <p>For most people, the alternatives to the car are walking, cycling or bus travel. Both local bus operators have invested in new lower-emission buses, in training drivers in customer-handling skills as well as high standards of driving and in new contactless ticketing equipment. To make bus travel more attractive, bus service frequencies need to be maintained or improved, new routes developed and all new ticketing options that encourage and simplify bus travel and make it affordable for families need to be explored.</p> <p>Safe cycling routes need to be clearly signed and well-maintained and new routes developed.</p> <p>On Castle Street, however, most of the traffic comprises lorries and cars from out of town travelling to and from the port, so modal shift in local travel will have less impact than elsewhere in the city. The improvement of air quality on Castle Street requires national measures to reduce all vehicle emissions through technical improvements.</p> <p>Charging points for electric cars in car parks will, however, help to encourage by example a national trend towards lower emission vehicles.</p>	<p>corridors and in the city centre, The bus operators have maintained frequent daytime services to most areas of the city and suburbs, and have invested in new technology, for example, fares can now be paid by contactless debit/ credit cards.</p> <p>Cycling facilities have similarly been upgraded to provide, as far as possible, continuous routes.</p> <p>Castle Street, and the rest of the A63, is a trunk road and responsibility for it lies with Highways England. The improvement scheme for Castle Street aims to ease traffic flow, improve pedestrian links to the Marina/ Fruit Market area, and minimise the impact of the road on the environment.</p>
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	<p>16. Future proofing – electric charging points for vehicles and the charging network We believe that in the long term, provision of charging points for electric vehicles in car parks is essential, as one of the current anxieties about such vehicles is related to the ability to re-charge batteries.</p>	<p>The strategy will require new development to provide EV charging points from January 1st 2020. The Council is currently investigating the scope for providing this facility in existing car parks.</p> <p>Reference to the current locations of electric vehicle charge points will be added to the strategy.</p>
	<p>17. Car clubs and car sharing We acknowledge the role of car clubs and car sharing in reducing not only the need for car ownership, but also reducing the need for families to own more than one car. Use of a car club or car-sharing for the journey to work can reduce car movements and demand for parking at the workplace even if all participants own a car.</p>	<p>The strategy will also refer to lift sharing.</p>
<p>Highways Agency</p>	<p>Highways England would generally support the overall vision and objectives in SPD5. For Highways England, the key is any impact [of the strategy] on traffic generation from the city centre which could impact on the SRN, particularly at peak hours. Therefore, the level of parking will be an essential element in understanding the capacity for accommodating vehicles travelling to and from the city centre and its development. In forthcoming appraisals of the Key City Centre sites, it will need to be demonstrated that parking provision correlates with the overall vehicle trip generation of developments.</p>	<p>Appraisals of Key Development Sites will include the impact of parking and traffic on the wider city centre and road network.</p>
	<p>Location There is a good spread of car parks in relation to where</p>	<p>Key Development Sites will be subject to transport appraisals.</p>

	<p>the key development sites will be located.</p> <p>It is not Highways England's role to determine the level of short stay or long stay car parking but rather whether, if there is any resulting impact on the SRN from traffic, that this be appropriately mitigated.</p> <p>HCC acknowledges that there will be some applied flexibility [to parking standards] to take account of factors including the type, mix and use of development, its accessibility and the availability of public transport. This appears appropriate; however, the availability of car parking will need to be taken in to account when determining the traffic generation and distribution of any Key City Centre sites.</p> <p>In order to supplement the Parking Strategy, the promotion of access to the city centre by alternative means should be encouraged. Measures to encourage active travel and sustainable transport such as cycle and pedestrian facilities, improving public transport initiatives and Park and Ride schemes along with Travel Plans associated with individual developments, would be welcomed by Highways England.</p>	<p>The city's Local Plan and overall transport strategy promote sustainable non-car travel modes.</p>
	<p>Management</p> <p>The majority of the topics discussed within this Section are relevant to the Local Authority rather than Highways England. However, the times car parks operate could have an influence as to levels of traffic using the SRN. For Highways England, extending car park opening hours so that traffic can arrive/ depart outside of the weekday</p>	<p>This will be a consideration in reviewing car park opening hours.</p> <p>Future developments will be subject to the appropriate level of transport appraisal and Highways England consulted in accordance with protocol.</p>

	<p>peak hours could contribute to a reduction in vehicles using the SRN during peak hours.</p> <p>For resident parking permits, HCC states that they are split into two distinct zones - the city centre zone and all other areas outside of the city centre. Highways England will need to understand how these parking permits will affect the trip generation of any city centre development sites, through the assessment of their impact in any forthcoming TA's.</p> <p>Further details in relation to any proposed coach parking, cruise terminal or Park and Ride sites will need to be supplied to Highways England, when scoping of any planning applications for these commences. Highways England would wish to be consulted on such proposals at the earliest opportunity.</p>	
	<p>Air Quality Highways England would generally wish to see options to encourage sustainable travel such as the potential for a future car club provision alongside other measures, in order to reduce the number of vehicles travelling to and from the SRN which may have potential for impact particularly at peak hours. HCC states that the council will work with a preferred car club provider in developing an offer for the city that meets its current and future needs. This is welcomed by Highways England.</p>	<p>Reference to lift sharing will also be added to the strategy.</p>
	<p>Summary and Conclusions Highways England welcomes the general principles of limiting car parking to encourage sustainable modes of</p>	<p>Support for the direction of the strategy is welcomed. The strategy will be subject to regular review and updating.</p>

	<p>transport. However, through the proposed further reviews of the Parking Strategy, specific consideration will need to be given to how ongoing changes to parking provision may change traffic patterns and any impact of these on the SRN.</p>	
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(iii) Other proposed changes

Section 1	Add reference to the Delivery Plan in Appendix 5 of the strategy.
Section 2 and new Appendix 1	Clarify the relationship between the parking strategy and local plan policies.
Section 2	Add reference to potential extension of the controlled parking zone to the area south of Castle Street to include the Fruit Market and Marina areas.
Section 6	Add reference to flexible application of the standards in Appendix 3 of the strategy.

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Appendix 2: Further changes to update the SPD

<i>Reference</i>	<i>Change</i>
Paragraph 3.4	Update Council-owned car park totals.
Paragraph 3.5	Update privately-owned car park totals.
Figure 2	Replace with new and updated map with car parks numbered for cross-referencing with Appendix 2.
Paragraph 6.1	5. Myton Street – update.
Paragraph 6.2	6. East Bank – update.
Paragraph 8.2	Osborne Street – update.
Paragraph 14.3	Update.
Appendix 2	Car parks numbered for cross-referencing to Figure 2. List of car parks and numbers of spaces updated.
Appendix 4	Prices updated.
Appendix 5	Delivery plan updated.

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