

Parking



Strategic Objectives

Strategic Objective 3: To ensure that new housing delivers an appropriate level of provision to meet local needs in terms of the number of homes, subject to capacity constraints and a mix of dwelling types, sizes and tenures that offer local residents a choice of where to live and addresses issues of affordability and overcrowding. Luton Borough Council will work collaboratively with neighbouring authorities to help ensure unmet need is provided in appropriate locations outside Luton, and to actively monitor progress in terms of unmet need;

Strategic Objective 4: To establish an effective network and hierarchy of Town, District and Neighbourhood Centres to serve as the heart of local communities and improve health through improved access to a mix of uses including shopping, services and jobs by train, bus, walking and cycling;

Strategic Objective 8: Improve accessibility, connectivity, sustainability and ease of movement to, from and within the borough.

Key Issues

11.8 The availability of car parking is a major influence on travel behaviour. Car parking also takes up a large amount of space in development, is costly to businesses and reduces development densities.

11.9 The Council Parking Strategy is aimed at improving the quality of parking in town centres so that it is convenient, safe and secure, including appropriate provision of signage for

motorists. The Local Plan will set and apply maximum levels of car parking and minimum levels of cycle parking for broad classes of development in order to encourage modal shift. This is subject to highway, user and residential safety and amenity and except in respect of parking for disabled people or unless applicants demonstrate, through a Transport Statement or Assessment, a higher car parking need. In such cases, applicants must show via design, location and implementation how parking is minimised.

11.10 Parking charges will need to ensure that they do not undermine the vitality of town centres while parking enforcement should be proportionate.

11.11 In areas highly accessible by public transport and in certain other circumstances, the amount of parking in new developments will be restricted to levels below the maximum parking standards (e.g. car free housing if a demand is demonstrated). Parking provision in the central area, in particular, will be limited to operational purposes and will mean that, for many developments, private non-residential parking will not be permitted. Where car free housing developments are proposed (or with limited parking), the use of car clubs should be promoted. They can help to reduce the need for car ownership, increase the proportion of low emission vehicles, help to improve air quality and reduce CO2 emissions. The Borough Council LAQM reports (Local Air Quality Monitoring Reports) written by Environmental Health for DEFRA, report on the local air quality situation (see Appendix 10). Lower car ownership can also help to reduce the demand for on-street parking, particularly in or close to the town centre.

11.12 The Local Plan will consider Park and Ride facilities at land south of Stockwood Park adjacent to Junction 10a and at Butterfield to intercept car journeys to employment locations in the

East Luton Corridor area as well as to the town centre. Further sites around the periphery of the Luton/Dunstable/Houghton Regis conurbation, but outside the borough boundary, are being considered by adjoining local authorities. To maximise passenger transfer, significant investment will be made in bus priority measures for those corridors served by Park and Ride sites.

Policy approach

11.13 Government policy requires the setting of local parking standards for residential and non-residential development, taking into account the accessibility, type, mix and use of development, opportunities for public transport, car ownership, and an overall need to reduce the use of high-emission es (NPPF paragraph 40).

Evidence base

- Local Transport Plan 2011-2026, section 6, policy 4
- Parking and Enforcement Plan 2013 Luton Borough Council
- Carplus Annual Survey 2013/14

Policy LLP32 - Parking

Parking provision in Luton will be managed to ensure that a proportionate number of spaces are available to support the growth of the town centre.

- A. Proposals for reducing on-street parking in and around the town centre and for car free development may be supported in areas of high public transport accessibility including when linked to park and ride facilities, provided that:
- i. there is no adverse impact on occupier amenity in other areas through displaced on street parking;

- ii. they are supported with a travel plan that promotes car clubs where feasible; and
- iii. the impact on short-term parking is minimised.

Parking provision will be stringently controlled at London Luton Airport (in line with Policy LLP6C). Parking provision at the Luton & Dunstable Hospital will be stringently controlled to ensure that on site provision is prioritised.

- B. Development will be permitted providing that:
- i. car parking provision should not exceed the maximum standards set out in Appendix 2 in order to promote modal shift, however within those standards, sufficient parking should be provided to help ensure that adverse effects on highway safety and the convenience of nearby residents and users are avoided;
 - ii. minimum cycle parking standards set out in Appendix 2 is provided for non-residential developments;
 - iii. cycle storage of an appropriate standard is provided for residential developments; and
 - iv. parking standards shown in Appendix 2 are minimised in identified areas demonstrated to be of high accessibility.

Freight

Strategic Objectives

Strategic Objective 1: Retain and enhance Luton's important sub-regional role as a place for economic growth and opportunity.

Strategic Objective 2: To utilise Luton's economic, social and environmental resources efficiently and sustainably including appropriate mitigation within the limited physical land capacity of the borough whilst ensuring the permanence of the Green Belt.

Strategic Objective 8: Improve accessibility, connectivity, sustainability and ease of movement to, from and within the borough.

Key Issues

11.14 The Council will seek to maximise opportunities for rail freight, particularly those for inter-modal freight facilities that link safeguarded rail and aggregates/concrete batching depots with strategic roads within the borough. The Council will encourage proposals for rail freight interchange that serves the conurbation, such as the freight consolidation centre proposed at the former Sundon Quarry. However, road freight is likely to remain at the core of the local distribution system for the foreseeable future and the Council will seek to develop and implement a Freight Quality Partnership. This will involve local partner organisations such as the freight industry, businesses, local economic partnerships, residents, community and environmental groups.

11.15 The Council will work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development. The relatively high proportion of Luton's economic activity involving manufacturing and distribution means that there is strong demand for overnight goods vehicle parking in and around the borough. Additions to the supply of such parking accommodation will be permitted, provided that a need for the facility can be demonstrated; and provided that the site is acceptable in terms of amenity, environmental impact and highway capacity.

11.16 The Council, through partnership working, will establish Strategic Lorry Routes and produce a map of these for freight operators and businesses. It will improve existing, and provide more, signage to guide lorries to destinations such as key employment sites and town/district centres. Where, in the absence of controls, there is likely to be harm to residential amenity, operations or deliveries will be rationalised to particular times and/or categories of vehicle.

Policy approach

11.17 Freight performs a vital role in Luton's strategic sub regional economy. This includes large scale facilities such as rail freight interchanges, roadside facilities for motorists or transport investment necessary to support strategies for the growth of ports, airports or other major generators of travel demand in their areas. The primary function of roadside facilities for motorists should be to support the safety and welfare of the road user (NPPF Paragraph 31). Through the Local Plan, the council will be delivering warehouse and distribution facilities at Century Park and airport related development. It has a responsibility for ensuring that the routing of freight traffic to these new and existing sites as well as the siting of new lorry parks is controlled in a sustainable and non-obtrusive way.

11.18 The Bedfordshire authorities are keen to limit the reliance on road transport as a method of transporting mineral and waste materials within the area. It is, however, recognised that the construction of additional transport links such as rail may only be viable where a long-term use for the site has been identified. Additionally, sustainable transport methods are generally only economically viable for long distances and it is understood that road transport will continue to be relied on for local collection and transport.