

Birmingham City Council

Report to Cabinet

29th October 2019



Subject: PUBLIC CONSULTATION ON THE PARKING SUPPLEMENTARY PLANNING DOCUMENT

Report of: DIRECTOR, INCLUSIVE GROWTH

Relevant Cabinet Member: Councillor Ian Ward - Leader
Councillor Wasseem Zaffar – Transport and Environment

Relevant O &S Chair(s): Councillor Tahir Ali – Economy and Skills
Councillor Liz Clements – Sustainability and Transport

Report author: Uyen-Phan Han, Planning Policy Manager, Telephone No: 0121 303 2765
Email Address: uyen-phan.han@birmingham.gov.uk

Are specific wards affected?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No – All wards affected
If yes, name(s) of ward(s):		
Is this a key decision?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
If relevant, add Forward Plan Reference: 006461/2019		
Is the decision eligible for call-in?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Does the report contain confidential or exempt information?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
If relevant, provide exempt information paragraph number or reason if confidential :		

1 Executive Summary

- 1.1 To seek authority to undertake public consultation on the Parking Supplementary Planning Document (SPD) for a period of 6 weeks commencing 11th November 2019.
- 1.2 The Parking Supplementary Planning Document (SPD) sets out a coherent and equitable parking strategy for the city, including clear area-based parking policies

and revised parking standards to be applied when considering planning applications.

- 1.3 The consultation for the Parking SPD will meet statutory requirements for Supplementary Planning Documents. Comments submitted will be considered and the SPD will be amended prior to adoption by Cabinet.

2 Recommendations

- 2.1 That Cabinet approves the Parking Supplementary Planning Document (SPD) for public consultation.

3 Background

- 3.1 The Parking SPD replaces the existing Car Parking Guidelines SPD for Birmingham which was adopted by Cabinet in May 2012. The 2012 standards were derived from Planning Policy Guidance Note 13 (PPG13 and Planning Policy Statement 4 (PPS4) published in 2001 and 2009 respectively. This guidance has since been superseded by the National Planning Policy Framework which itself was revised in 2018. Revised standards are required to reflect new national guidance and delivery of the Birmingham Development Plan (BDP), and the emerging Birmingham Transport Plan.
- 3.2 Robust evidence has been gathered to provide clear justification for the proposed parking standards and policies within the SPD. This has included national and local policy alignment, parking beat surveys, site surveys, benchmarking with other core cities and best practice research.
- 3.3 The SPD provides supplementary guidance and detail to support policies in the BDP and the emerging Development Management in Birmingham (DMB) plan. It will also be supported by the forthcoming Birmingham Design Guide and the Birmingham Transport Plan. Improving management of parking within the City Centre is a necessary pre-requisite measure to support delivery of the key objectives of the Birmingham Clean Air Zone (CAZ).

4 Options considered and Recommended Proposal

- 4.1 The purpose of Supplementary Planning Documents is to add further detail and clarity to existing policies within a local plan or within the National Planning Policy Framework. As such the only alternative would be to do nothing which would not provide the clarity and detail required to assist in setting out requirements for new developments.
- 4.2 Based on the evidence assembled, it is considered that the approach contained in the Parking SPD Consultation Document at Appendix 1 is the most appropriate and aligns with current government legislation and best practice.

5 Consultation

- 5.1 Officers in Highways and Infrastructure, Transport and Connectivity and Planning and Development have been involved in the preparation of the document. Extensive internal consultation has taken place.
- 5.2 Public consultation on the document will take place following Cabinet approval. The consultation process will be in accordance with the Council's adopted Statement of Community Involvement, under the provisions of the Planning and Compulsory Purchase Act 2004, and the revised procedures required by The Town and Country Planning (Local Planning) (England) Regulations 2012.
- 5.3 The SPD and relevant material will be published online as well as being targeted towards specific stakeholders and developers to enable feedback and comments to be made which will be taken into consideration in formulating the final version of the document prior to formal adoption.

6 Risk Management

- 6.1 The programme for completion and adoption of the SPD allows flexibility to account for any potential issues. This allows time for discussion with stakeholders and for issues to be addressed, as well as the processing of any comments made.
- 6.2 Other risks are addressed elsewhere in this report, including section 4 on the risks of not having the SPD, and section 7.3 on the financial implications.

7 Compliance Issues:

7.1 How are the recommended decisions consistent with the City Council's priorities, plans and strategies?

- 7.1.1 The Parking SPD is consistent with the City's Council Plan and Budget 2019 to 2023. It will support delivery of the primary goals of an Entrepreneurial City, an Aspirational City, a Fulfilling City to age well in and a Great City to live in. It supports the most recent Council priority to tackle climate change and work towards a carbon neutral city. It will provide up to date policies against which planning applications for development will be assessed and will support provision of a sustainable integrated transport system for the city.
- 7.1.2 In particular the SPD will support Outcome 1, Priority 4: We will develop our transport infrastructure, keep the city moving through walking, cycling and improved public transport; and Outcome 4, Priority 4: We will improve the environment and tackle air pollution. Management of parking is a vital tool in providing an effective, efficient and sustainable transport network.

7.2 Legal Implications

- 7.2.1 The relevant legal powers for preparing and undertaking public consultation on the draft SPD is set out in the Planning and Compulsory Purchase Act 2004 (as amended), with detailed requirement set out in the Town and

Country Planning (Local Planning) (England) Regulations 2012 (as amended), and the Birmingham Statement of Community Involvement. There is a requirement to publicly consult on SPDs for a minimum of four weeks before they can be adopted. SPDs also need to be consistent with the National Planning Policy Framework and the Birmingham Development Plan.

7.3 Financial Implications

- 7.3.1 The Parking SPD has been prepared using existing Inclusive Growth Directorate (Planning and Development, and Transport and Connectivity) staff resources and specialist external consultants funded from the Planning and Development revenue budget to prepare specific evidence in support of the SPD.
- 7.3.2 Costs from undertaking the public consultation of the draft Parking SPD will be met from approved revenue budgets within Inclusive Growth Directorate (Planning and Development, and Transport and Connectivity).
- 7.3.3 Following adoption, up to date accessibility mapping will be completed at least every 3 years to ensure that the accessibility zoning remains accurate. This will cost approximately £8,000 on each occasion and will be funded from the Planning and Development revenue budget.
- 7.3.4 All future programmes/projects/schemes resulting from the adoption of the Parking SPD will be progressed in accordance with the Council's Gateway and Related Financial Approval Framework, which will include the identification of financial implications and associated resources.
- 7.3.5 Where required to support public realm improvements and sustainable transport modes, removal of on street parking may be required, and would therefore have financial implications regarding parking revenue. Parking loss figures cannot be quantified accurately at this time as they would be subject to individual scheme proposals. The precise implications will need to be determined as individual schemes are developed and future decision reports will be prepared to address this. However it should also be acknowledged that roll out of further parking control schemes (Controlled Parking Zones or resident parking schemes) has the potential to compensate for the loss of revenue elsewhere in the city.
- 7.3.6 Redevelopment of land currently used for off street parking may have varying financial implications. Removal of City Council car parks would result in loss of ticket revenue and potentially advertising income. Likewise closure of private car parks could result in loss of business rates revenue. Conversely, efficient redevelopment of land currently used as off street parking offers opportunities for increased business rates income as well as wider benefits for the city economy through job creation, dependant on the subsequent land use. A surplus of private non-residential parking spaces in the city centre has been identified; providing scope for repurposing of

valuable land currently utilised for parking. Detailed financial implications of any subsequent development proposal would need to be considered on a case by case basis.

7.4 Procurement Implications (if required)

7.4.1 No implications.

7.5 Human Resources Implications (if required)

7.5.1 No implications

7.6 Public Sector Equality Duty

7.6.1 The Parking SPD has been prepared in line with Section 149 of the Equality Act 2010 in ensuring that public bodies consider the needs of all individuals in shaping policy. An Equality Impact Assessment has been carried out and will be further developed following public consultation with appropriate advocacy groups and stakeholders representing relevant protected characteristics.

8 Appendices

8.1 List of Appendices accompanying this Report (if any):

- Appendix 1 - Draft Parking Supplementary Planning Document (SPD)
- Appendix 2 – Equality Analysis