

## Appendix C: Quantity of Car Parking Spaces Affected

The March 2011 report to Executive Board proposed that a cap should be applied to the number of spaces permitted under the proposed new policy. The level for this cap was suggested as 3000 spaces.

A review of the affected sites has revealed that a number of the car parks previously identified as unauthorised could not be subject to enforcement action because the sites have either been in operation for more than ten years or have historical consents for car parking use. Consequently it is proposed that the cap is modified to reflect the continued usage of these sites. In addition, the estimated number of spaces has been modified slightly to reflect more recent survey information.

The number of spaces under consideration is therefore as follows:

Spaces directly affected by recent enforcement action	1890
Spaces immune from enforcement	670
Further spaces currently available for use	3530
Total	6090

The occupancy of these car parks is estimated at around 4750 vehicles, of which 500 are parking in the spaces immune from enforcement. In total therefore there are an estimated 4250 cars parking in unauthorised car parks.

As stated in the March report these are a significant number of spare long stay spaces available within authorised car parks and on-street within the City Centre. In addition, the Department for Transport has announced that extra trains are to be introduced on a number of commuter lines into Leeds from December 2011 which will provide additional peak hour capacity. It has been assumed that a proportion of these parking spaces and train seats will be available to accommodate commuters currently using the unauthorised car parks:

Spaces available in lawful long stay car parks	500
Long stay spaces available on-street	450
Additional seats on peak hour trains	450
Total	1400

A revised cap has therefore been derived as follows:

$$(4250 - 1400) / 0.9 = 3167 \text{ spaces (allowing for 90\% occupancy)}$$

It is therefore proposed that the new policy incorporates a cap of 3200 spaces, which reflects the availability of alternatives but also makes an allowance of 10% for under occupancy. In combination with the spaces that are immune from enforcement, this would retain 3870 parking spaces for commuter parking out of the 6090 identified above.