

## Craven Local Plan Examination Note

### Background Data for Council Car Parks at Settle and Ingleton

On Hearing day 4, in relation to Matter 5- Residential Site Allocations, the Inspector requested a short note be prepared on background data of any surveys of usage/ results of ticket sales for the Council car park sites proposed for residential use in Settle (SG032) and Ingleton (IN006) and conclusions on impact of car parking provision.

#### Site IN006, Ingleton

A site visit was undertaken for this site, named Backgate, in February 2016, as part of the assessment for all potential housing sites submitted in the SHLAA. It was recorded that at the time of the visit that there was only one vehicle within the car park, (the car park has 43 spaces) which was an indication that the site was underutilised.

On site surveys were undertaken over 2 days in January 2019 of the public pay and display car parks in Ingleton namely Backgate (IN006) which has 43 spaces and the Ingleborough Community Centre which has 118 spaces. The surveys were undertaken on a market day and a non market day. The number of spaces occupied by vehicles in each car park were recorded at 9:45am, 12:45pm and 4:15pm on each day. The findings of the survey are as follows:-

#### Tuesday 8<sup>th</sup> January 2019 – Non Market Day

Car Park	Total No of spaces available	In Use 9:45am	Not in Use 9:45am	In Use 12:45pm	Not in Use 12.45pm	In Use 4.15pm	Not in Use 4.15pm
Backgate (IN006)	43	0	43	3	40	1	42
Ingleborough	118	9	109	8	110	4	114
total	161						

#### Friday 11<sup>th</sup> January 2019 – Market Day

Car Park	Total No of spaces available	In Use 9:45am	Not in Use 9:45am	In Use 12:45pm	Not in Use 12.45pm	In Use 4.15pm	Not in Use 4.15pm
Backgate (IN006)	43	0	43	2	41	0	43
Ingleborough	118	7	111	5	113	4	114
total	161						

The Backgate car park is a secondary car park within Ingleton and the survey confirms that it is significantly underutilised. Additionally, the surveys demonstrate that the main public car park adjacent to the Ingleborough Community Centre which has 118 spaces, can easily accommodate any displaced parking from Backgate. A valuation exercise on the Backgate car park was carried out by a commercial surveyor on behalf of the Council in March 2018 and the attached Table 1 shows the revenues from the car park over a 3 year period from 2015/16 to 2017/18 and the surveyor's likely

valuation for this site as of 31 March 2018. It can be seen that the revenues from this site are relatively small and that revenue income from this site is also declining year on year.

In summary, this car park is very much underutilised and its usage is declining. The main car park at Ingleborough Community Centre has sufficient capacity to absorb any displacement of parking at Backgate. Hence it is concluded that the development of the car park at Backgate will have no discernible impact on public parking provision in Ingleton.

### **Site SG032, Settle**

A site visit was undertaken for this site, named Greenfoot car park, in February 2016, as part of the assessment for all potential housing sites submitted in the SHLAA. It was seen at the time of the visit that there were a number of cars within the car park ( the car park has 110 spaces). However the Council's Assets and Commercial Services Department confirmed that the site was available for potential housing development, as it was considered that cars parking on this site could be subsumed into available spaces within the other two car parks in Settle owned by the Council. These are Whitefriars car park (60 spaces) and Ashfield car park (133 spaces), both of which are closer to the town centre than Greenfoot car park, SG032 (110 spaces).

On site surveys were undertaken over 2 days in January 2019 of the public pay and display car parks in Settle, namely Greenfoot (SG032) which has 110 spaces, Ashfield which has 133 spaces and Whitefriars which has 60 spaces . The surveys were undertaken on a market day and a non market day. The number of spaces occupied by vehicles in each car park were recorded at 9:30am, 12:30pm and 4:00pm on each day. The findings of the survey are as follows:-

### **Tuesday 8<sup>th</sup> January 2019 – Market Day**

Car Park	Total No of spaces available	In Use 9.30am	Not in Use 9.30am	In Use 12:30pm	Not in Use 12.30pm	In Use 4pm	Not in Use 4pm
Greenfoot (SG032)	110	18	92	36	74	13	97
Ashfield	133	38	95	75	58	39	94
Whitefriars	60	21	39	34	26	14	46
total	303						

### **Settle Car Parks - Friday 11<sup>th</sup> January 2019 – Non Market Day**

Car Park	Total No of spaces available	In Use 9.30am	Not in Use 9.30am	In Use 12.30pm	Not in Use 12.30pm	In Use 4pm	Not in Use 4pm
Greenfoot (SG032)	110	13	97	26	84	12	98
Ashfield	133	40	93	59	74	28	105
Whitefriars	60	8	52	29	31	15	45
total	303						

The surveys demonstrate that all the car parks in Settle are most in use over the lunchtime period on both market days and non-market days however, it is clear that even at the busiest period i.e. lunchtime period on market days, there is sufficient capacity on Ashfield and Whitefriars car park to accommodate any potential displaced parking from Greenfoot. The survey results table above shows that on Tuesday 8<sup>th</sup> January 2019 (market day, lunchtime ), there were 36 vehicles parked at Greenfoot and there were 58 spaces available at Ashfield and 26 spaces available at Whitefriars, giving a total of 84 available spaces.

The attached Table 2 also shows the occupancy figures for each of the public car parks in Settle over a 2 year period from 2016/17 to 2017/18 as monitored by the Council's Assets and Commercial Services team. It can be seen that all three car parks are utilised, however both Whitefriars and Ashfield have a much higher daily turnover. Specifically each car parking space in Whitefriars car park had been used on average 697 times over the twelve months to the end of the 2017/18 financial year, and each car parking space in Ashfield car park had been used on average 273 times over the twelve months to the end of the 2017/18 financial year. This represents approximately 2 cars per parking space daily on Whitefriars and approximately 0.7 cars per parking space daily on Ashfield. Conversely each car parking space in the Greenfoot car park (SG032) had been used on average 160 times over the twelve months to the end of the 2017/18 financial year, which represents approximately 0.4 cars per parking space daily.

If the numbers of cars that utilise Greenfoot were transferred to Ashfield at the current rates of usage, then there would be approximately a maximum of 1.1 cars per parking space daily within the Ashfield carpark. The reason a maximum of 1.1 is envisaged is because the Ashfield car park has more spaces than the Greenfoot alternative; 133 spaces to 110 spaces. It can be concluded that there is capacity on Ashfield car park to subsume the parking rates from Greenfoot, hence it is considered that the development of the Greenfoot car park for residential use will not have an adverse impact on public car parking provision in Settle.