



Central Swindon South Parish Council

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To whom it may concern,

Please find below our collated response to the Draft Parking Standards for New Development Consultation.

Throughout the document it is inferred that people who live in the town centre do not need a car, due to the location that they live.

Due to the fact that most of the employment opportunities are on satellite industrial estates which are on the outer edges of the borough this cannot be true. Many companies operate shift patterns and there is no public transport running early in the morning. The earliest that buses run is approximately 6am, and there is a possibility that the bus crews may actually live in town centre, so they will need their own private transport.

People do not just live and stay in the city centre. To travel to places such as Cirencester, they cannot get there by train as there is no train service, they can get there by bus but the last bus to get back to Swindon may leave at 3pm and you may want to stay later, a taxi is prohibitive. Approx. 20% of the people in Swindon do not own a car or have access to a car. There is none or very little publicity regarding Co-car sharing scheme.

Some items in the consultation were put together by an SBC officer group, they looked at some stats for car ownership and issued a resident's questionnaire. The questionnaire was an on-line only questionnaire and only approx. 60 people took part

In the policy document there is no mention of the fact that for parking there are going to be four zones, the town centre, the district centres, urban Swindon and Rural Swindon. Places such as Highworth, etc have been changed from Rural Swindon to Urban Swindon, and each of these zones has a different criterion for Parking.

Parking Standards

It is unclear how "District Centre" is being defined for this purpose.

- This appears to be tied to the Local Plan's definitions, which are aspirational rather than reflective of current. Cavendish Square is considered a District Centre, whereas Eldene centre is not despite having a full supermarket, or Liden Centre, which has similar level of amenity to Cavendish.
- The area designated as Cavendish is also very large with the northern extent (Marlowe Avenue) over 1.5km walk from Cavendish Square. By comparison nowhere in West Swindon District Centre is more than 1km from centre complex.

HMO Standards

- The Parish Council believes this policy provides for completely inadequate cycle storage. It suggests approximately 0.5 cycle spaces per room. Each room is self-contained so there should be no expectation of sharing between tenants. Especially where the parking requirement is zero in Zone 1, so 1 cycle per each tenant should be minimum as it is the only means of transport. It is worth noting that Oxford City Council has a policy of 1 space per occupant.

Cycle standards

- 2 cycle spaces for a 3+ bed house is inadequate. A family of 4 in a 3 bed house should reasonably be able to have 1 bike each.
- The Parish Council suggest that instead it increases on a formula of 2 spaces for a 2 bed dwelling + 0.5 per additional bedroom, rounded up.

EV provision

- Government Policy states that this needs to be 100% by 2040. The draft suggests 30% active, 30% passive. The Parish Council believe this should be 30% active, 70% passive to be ready for 100%.
- The policy states what is going to happen to new builds for residential houses, residential apartments, retail and leisure, employment. The policy is silent on what it is going to be doing to provide charging points for people living in residential areas such as Deacon Street, Dixon Street, Manchester road, Graham Road, all areas where there is older style terraced housing. The document is again silent about whether SBC is going to be applying to central government from some of the grants that can be accessed to create charging points, these grants require match funding from SBC, but no mention of it. If there was some indication as to what SBC were going to do then perhaps people living in the urban areas may have more faith going forward and looking at electric cars as a viable alternative.

Employment

- Employment parking is also mentioned as a forward plan. Has SBC investigated innovative schemes such as those brought in in Nottingham, where all large employers who were in the town centre had a tax imposed on their car parking spaces, with the aim of getting them to provide transport for the staff to get to work, or provide staff with subsidised monthly bus passes etc.