

Representation on the Sheffield Plan Publication (Pre-Submission) Draft

Respondent details

Comment ID number: PDSP.168.001

What is your Name: Alex

If you are making this representation as a member of an organisation, what is the name of your organisation:

N/A

If you or your organisation are making a representation on behalf of another person, organisation or group, please tell us who it is and its role:

N/A

Document

Which document to you wish to make a representation on:

Annex B: Parking Guidelines

Which section of the document is your representation on:

N/A

Which paragraph/site/map layer of the document is representation on:

N/A

Representation

Do you consider the Local Plan is legally compliant: No

Do you consider the Local Plan is sound: No

Do you consider the Local Plan complies with the duty to co-operate: Yes

Please give details of why you consider the Local Plan is not legally compliant or is unsound or fails to comply with the duty to co-operate:

legal parking minimums are a terrible idea.

Increased parking causes more car ownership and more driving while reducing transit use. So every new home or doctors office built with 1 or 2 spaces increases the amount of car journeys taken, increasing green house emissions, increasing local air pollution, creating more traffic congestion, and making the roads and pavements more dangerous for venerable people such as cyclists and walkers. Building parking spaces into developments also makes developments substantially more expensive which reduces affordability and means people who don't want to own a car subsidise the car owning population on the development.

https://people.ucsc.edu/~jwest1/articles/MillardBall_West_Rezaei_Desai_SFBMR_UrbanStudies.pdf

On top of this some of the nicest parts of the city such as Crookes has virtually no off-street parking yet people still find the area desirable.

Aim 1: A fair, inclusive and healthy city --> Adding more parking spaces to the city adds more car miles driven which reduces the amount of active travel. It makes new housing more expensive, and the extra air pollution makes more people ill.

Aim 2: An environmentally sustainable city --> increasing car miles driven through more parking spaces adds more green house gasses to the environment making the city less sustainable not more sustainable.

Aim 3: Thriving neighbourhoods and communities with good access to open space, local services and facilities. Communities like Crookes and Sharow Vale are thriving because they have great walkability, people can walk to a park, the doctors, shops, pubs or hop on a frequent bus to the centre. Adding in more space for vehicles makes communities like Waverly where almost every resident drives every day. Car parks on the ground level of flats make an area be less walkable and desirable and more sterile.

Aim 4: A strong economy based on lifelong learning, innovation and enterprise that delivers decent living standards for everyone. The economy can be stronger based if less money is spent on road vehicle infrastructure. The strong towns movement in the USA has conclusively proved this. Car parks also reduce the value of nearby land.

Aim 6: A connected city which has a sustainable and safe transport network and excellent digital connectivity. Adding more parking spaces induces the demand for vehicle travel, it also decreases the demand for public transport. So adding more parking spaces to the city will actually make the public transport less profitable and we will have to spend more local money subsidising it.

Please set out the modification(s) you consider necessary to make the Local Plan legally compliant and sound, in respect of any legal compliance or soundness matters you have identified above:

There should be no parking minimums at all. In fact there should be no new off-street vehicle parking at all. This will make the plan sound and legally compliant as then we will not be inducing demand for polluting vehicles. We will also be making new development significantly more affordable which is one of the cornerstones of the plan.

https://people.ucsc.edu/~jwest1/articles/MillardBall_West_Rezaei_Desai_SFBMR_UrbanStudies.pdf

Some of the nicest parts of the city such as Crookes has virtually no off-street parking yet people still find the area desirable. It is unrealistic to think that adding any new motor vehicles to Sheffield will help Sheffield meet its climate targets.

Now whilst I think this is what the city should do, I also think that if you do allow any new parking spaces (on street or off street) in Sheffield that 100% of them should come with EV charging points. These should never be located on the pavement. Before the end period of this plan 100% of all new vehicles will be electric or hydrogen (and you can look at our hydrogen refuelling statistics at ITM on the Advanced Manufacturing Park to see that Hydrogen is very very unlikely to compete in the UK road vehicle market). To not require 100% of all new parking spaces to have EV charging would be flawed, as you are then inducing demand for not EV

driving. The most challenging part of EV ownership/usership is finding working, available & affordable EV chargers. If we demand this to be in place for all new parking spaces city wide we will get more EV drivers and less combustion engine drivers.

If your representation is seeking a modification to the plan, do you consider it necessary to participate in examination hearing session(s):

Yes, I wish to participate in hearing session(s)

If you wish to participate in the hearing session(s), please outline why you consider this to be necessary:

I am happy to participate in a hearing session if you would like.