

THE PARKING STRATEGY TASK GROUP

18 July 2016

Present: Councillor D Scudder (Chair)
Councillors S Bashir, S Bolton, A Joynes and G Saffery (For minute number 12)

Also present: Councillor Ahsan Khan

Officers: Transport and Infrastructure Section Head
Traffic Engineer
Committee and Scrutiny Support Officer (JK)

9 **Apologies for absence**

There were no apologies for absence. Councillor Saffery had sent his apologies that he would be delayed.

10 **Disclosures of interest (if any)**

There were no disclosures of interest.

11 **Minutes**

The notes and agreed actions of the meeting held on the 12 July 2016 were submitted and signed.

12 **Discussion on conclusions and recommendation**

The Traffic Engineer had updated the plans following the previous meeting of the task group. He had also prepared a schedule of locations where there could be amendments to the on-street parking allocation. The task group reviewed the updated maps and discussed the proposals for the 11 locations in question.

1. **Granville Road - west-side close to King Street**
A taxi rank was proposed in this location. Officers and members agreed that consultation with the trade would be required as they were not convinced this would be an attractive location.
2. **Granville Road - east-side close to King Street**
A daytime shared use scheme was proposed for permit holders and pay and display parking. The task group felt it was important for this to revert to permit holders only from 4.30 pm rather than 6.30 pm. This would ensure there was space for residents returning home in the evening.
3. **King Street-opposite Met Quarter**
At this location, there was potential for a dual-use bay with loading permitted until the afternoon and then it could be used as a taxi rank. Survey work would be required to determine the exact hours. The task group considered that, for this to be a valuable ranking area to access the daytime trade, taxis would need to be permitted to use it as early as possible. As part of the survey work, officers would consult with the restaurants to establish their delivery times. It was agreed that all the proposals for the area should be presented to the restaurants as a package, rather than in isolation to ensure the complete picture was understood. Officers agreed that, subject to the survey, they would bring forward the hours for the start of the rank.
4. **George Street - east-side close to the junction with King Street**
Short stay pay and display, for a maximum of one hour, was proposed for this area. This would provide facilities for residents who wanted to make brief visits to local businesses and would not exclude blue badge holders.
5. **George Street- east-side opposite Alms Houses**
This area was already used by blue badge holders and the task group agreed this should be formalised with disabled bays. It was agreed that the bays should be limited to 3 hours to encourage turnover.
6. **Church Road - verge area opposite St Mary's Church**
There was potential to build a layby at this location for approximately six disabled bays. The task group were happy with this suggestion. Officers advised that there was a budgetary implication to construct the layby but they undertook to obtain quotations and progress this option.
7. **New Street-layby outside Church car park**
This area provided an opportunity for two on-street electric charging bays. There was potential redevelopment in the vicinity, particularly of the One Bell public house, and the remaining two spaces were likely to be required

for loading. The task group was of the view that if circumstances changed with the redevelopment, consideration should be given to other uses for these bays.

8. Wellstones-rear of 52-56 High Street

The task group felt that this location was suitable for further pay and display parking. It was noted that blue badge holders could park for free in pay and display bays. These would be for short-stay visits, with parking available for short increments of time up to a maximum of one hour and no return.

9. Wellstones-rear of TSB/Linens Direct

There was an area which could provide approximately three disabled bays. There was pedestrian access to the High Street from this location. This would also support access to the market.

10. Exchange Road layby opposite Upton Road

This area provided an opportunity for some powered two-wheeler (PTW) parking. However, this would be subject to a safety review by the Highways Authority. It was noted that PTWs often parked under the flyover and this facility would help to prevent this.

11. Wellstones - rear of Chelsea Building Society

This area could provide further disabled bays as well as some parking for PTWs. The proximity to the shops and the market would be important for these road users. Officers would undertake further survey work at this location.

The task group had been happy with the format of the review which they felt had worked well. This type of scrutiny could be repeated in future.

The Task Group confirmed that no further meetings were required. The Committee and Scrutiny Support Officer advised she would circulate the draft review report by email to councillors.

Chair

The Meeting started at 6.30 pm
and finished at 7.15 pm