

THE PARKING STRATEGY TASK GROUP

12 July 2016

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

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

1 Election of Chair

Councillor Scudder was elected Chair.

2 Apologies for absence

There were no apologies for absence.

3 Disclosures of interest (if any)

There were no disclosures of interest.

4 Scope of review

The Committee and Scrutiny Officer explained that the task group had been suggested by the Transport and Infrastructure Section Head and the Traffic Engineer. The proposal had been approved by Overview and Scrutiny in June.

The Transport and Infrastructure Section Head provided the task group with the background to the consultants' parking strategy report. He explained that the task group would be looking at the year one recommendations of the report. The focus of this piece of work would be the area inside the ring road.

Officers would be bringing the report to Cabinet in September and they wanted to consult with other councillors beforehand to gain their views and buy-in of the recommendations. Following Cabinet, the normal traffic regulation order procedures and consultation would be followed.

In future years, there would be the potential to repeat the task group to consider the recommendations for years two and three. Members were invited to

express their views at the end of the review about whether a task group was the most appropriate format.

5 Summary of Parking Strategy

The Traffic Engineer explained that the work had been done by consultants and officers did not necessarily agree with all the recommendations. There was a high level of demand for kerbside space in the town centre and decisions had to be made about the priorities. Space for loading, taxi ranks and further disabled parking bays were needed.

There had been a number of recent changes on the High Street which had had an impact on available space. There had been a scheme to extend the cycle route which had displaced blue badge holders who parked on the double yellow lines as well as a two-car taxi rank. The footway widening scheme, in preparation for increased footfall following the Metropolitan Line extension, had also resulted in a bus stop being relocated.

6 Review of Action Plan for 2015-16

The action plan had been included as part of the background paperwork and informed the discussions of the proposals.

7 Design notes

The Task Group considered the maps detailing the proposed restrictions of the parking strategy programme. They discussed the options proposed by the consultants as marked out on the plans.

8 Actions and recommendations

There was a consensus that the following recommendations should be taken forward:

- Converting the loading bay opposite the Met Quarter on King Street into a dual-use bay for loading and taxis. It was proposed that after mid-afternoon this could be used as a taxi rank. Most loading activity had finished by this time.
- Introducing a number of shared use bays on Granville Road for residents with permits or pay-and-display for up to 2 hours due to unused capacity during the day. After 6.30pm, this would revert to permit-holders only.

- That a layby on the left-hand-side of Church Street would be an appropriate location for further parking, the exact use to be agreed.
- That the space in front of the former public conveniences should be used for two electric charging bays. Officers should wait to see the outcome of potential redevelopment in the area before allocating the other two bays.
- The proposed formalised disabled bays on the bend of George Street and Church Street should be installed.
- That the proposed Powered Two Wheeler (PTW) spaces on George Street would be better used for further pay-and-display bays as it would not be an attractive location for PTWs. Limiting stays to one hour would encourage turnover.
- That when the works have been completed, double yellow lines should be introduced on Wellstones which would allow blue badge holders to park for up to 3 hours. Once this approach has been tested, the spaces could be formalised with disabled bays. The road was not prominent enough for taxi ranks or PTW parking.
- That the proposed taxi rank outside HSBC would be inappropriate due to its proximity to the bend.

The following actions were agreed:

- For officers to bring an updated version of the town centre plans, incorporating the task group's suggestions, to the next meeting.
- For officers to bring a list covering all the locations of proposals to the next meeting.
- For officers to undertake a survey to determine when loading tends to have finished on the bay opposite the Met Quarter.
- For officers to discuss the proposal for a part-time taxi rank on King Street with local private hire companies.
- For councillors to consider the best use of the proposed new layby before the next meeting.
- For officers to investigate potential uses, possibly PTW parking, for the layby on the right-hand side of Exchange Road before the flyover.
- For officers to investigate the potential to extend the proposed part-time taxi rank on King Street.

Chair

The Meeting started at 6.30 pm
and finished at 7.50 pm