

Service Areas at Phelps Parade, Calne

1. Purpose of Report

- 1.1 To update the Members on the present position relating to the continuing parking issues at the two Service Areas at Phelps Parade, Calne.
- 1.2 To obtain Members approval to the enforcement of a loading/unloading scheme for the areas by implementing wheel clamping in those areas as an interim measure.

2. Recommendations

It is recommend that:

- 2.1 The proposal to implement wheel clamping at the two Service Areas at Phelps Parade, Calne be approved.
- 2.2 The details of the loading/unloading scheme set out in paragraph 6 be approved.
- 2.3 Authority be delegated to Team Leader Estates and Design to allocate permits and to review the effectiveness of the scheme after a period of six months.

3. Links to the Corporate Business Plan

- 3.1 Management of the Council's assets in accordance with the Council's Asset Management Plan.

4. General Background Information

- 4.1 At its meeting on 20th April 2004 the Area Committee considered a Report on the problems created by the illegal and indiscriminate parking of vehicles on those Service Areas, which caused the retail Tenants of the Council difficulties in the delivery of stock and goods to their premises. Refuse lorries were also often unable to gain access to refuse bins in the areas. It was proposed to formalise parking in those areas in an effort to resolve the problem.

- 4.2 Members resolved

That subject to funding being found from existing budgets or external resources

- the proposals to provide car parking spaces at the two Service Areas at Phelps Parade, Calne be approved;
- the details of the Car Parking Scheme set out in paragraph 6 of that Report be approved; and
- authority be delegated to the then Urban & Rural Regeneration Team Leader to allocate permits and calculate and review the fees for the permits

5. Current Position

- 5.1 Officers have undertaken further investigations and there is no budget available either to set up the Scheme or to administer it. It had been hoped that the scheme would eventually be self-funding, but the financial viability of the Scheme is uncertain, as it is dependent of the number of permits issued set against the cost of

the enforcement required to ensure compliance with the conditions of the scheme. The scheme has not attracted any funding from external sources.

- 5.2 In addition the Council's insurers now require the resiting of the retail refuse bins at Phelps Parade. To try to accommodate this for the Health and Safety of the Centre would involve an allocation of an area (as yet undetermined) within each Service Area to store the refuse bins centrally and would reduce the number of potential parking spaces available. There would then be insufficient space available to provide a fair and reasonable parking scheme.
- 5.3 Officers have also given consideration to the ongoing discussions concerning the future development of Phelps Parade as part of Calne Phase III Development Brief. Even though terminable, the provision of rights to park in designated spaces could reduce the Council's development options and prove detrimental to any future plans
- 5.4 Many of the Council's Retail Tenants and several other Licensees in Wood Street and the High Street continue to have rights of access to and egress from the rear of their premises with rights to load and unload in the Service Areas. These rights continue to be hampered by indiscriminate parking in the areas.

6. The Proposed Scheme

- 6.1 A written permit will be provided to those persons who have a right of access to and egress from the rear of their premises over the Service Areas for the purposes of loading and unloading only. One permit per Retail Unit/Licensee.
- 6.2 It will be the responsibility of those so parking when loading and unloading to display this permit so that it is visible on their vehicle.
- 6.3 The six spaces presently marked at the front of the western Service Area will be reallocated for disabled parking only. No other parking will be permitted in the Service Areas.
- 6.4 To enforce this scheme and to prevent any parking of vehicles wheel clamping will be introduced in both Service Areas between the hours of 8:00am and 6:00pm Monday to Saturday.
- 6.5 Following an interim period of six months, during which period the views of the users of the scheme will be sought, the scheme will be reviewed by Officers as to its effectiveness.

7. Financial Implications

- 7.1 There are no financial implications save Officer time in the initial allocation of the permits which it is anticipated should be set off against a reduction in time spent in dealing with parking complaints.
- 7.2 The wheel-clamping contract is self-funding.

8. Community & Environmental Implications

- 8.1 The vehicles which are at present parked in the Service Areas without permission will have to find other legal alternative parking places.

8.2 The Service Areas will be enhanced for the benefit of those entitled to use them.

Document used in the preparation of this report – the file.

Report of Team Leader Legal Services to Area 5 Committee

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