

REPORT TO THE EXECUTIVE

Report No.21

Date of Meeting	9 th November 2006
Title of Report	Station Road Car Park - Malmesbury
Portfolio	Car Parking & Decriminalisation
Link to Corporate Priorities	Corporate Aim 4: To safeguard and enhance the assets and resources of North Wiltshire and the wider community by managing the use of Council resources in accordance with the Asset Management Plan. Access improvements and enhancements in and around Station Road car park accord with the District Council's Corporate Priorities of Cleaner, Safer and Better Streets, Partnership Working, and Car Parking and Decriminalisation.
Key Decision	YES - The decision will result in the Council requiring expenditure which amounts to more than £50,000
Executive Workplan Ref	B312
Public Report	YES

Summary of Report

To advise the Executive of progress to proposals for expenditure of the relevant Capital Budget on improvements at Station Road car park in Malmesbury

Officer Recommendations

Please see overleaf.

Other than those implications agreed with the relevant Officers and referred to below, there are no other implications associated with this report.

Financial Implications	Legal Implications	Community & Environmental Implications	Human Resources Implications	Equality & Diversity Implications
YES	YES	YES	YES	YES

Contact Officer	Julian Kashdan-Brown Principal Urban Designer 01249 706503 jkashdanbrown@northwilts.gov.uk
------------------------	---

Officer Recommendations

- 1. That the Assets, Design & Regeneration Team Leader be given delegated authority to progress the scheme of improvements within Station Road car park to a detailed design level during late 2007, and to seek and accept a suitable tender to carry out works in early 2008, subject to not exceeding the available budget.**
- 2. That the Assets, Design & Regeneration Team Leader be given delegated authority to offer further temporary use of the area outlined in red on Appendix 1 for public car parking and to submit necessary planning applications and issue licences for this further temporary use from May until September 2007.**
- 3. That the Legal Team Leader be given delegated authority to take all steps necessary to advertise an amendment to the extent of Station Road car park to which parking charges apply, to include all of the area outlined in red on Appendix 1.**
- 4. That the Assets, Design & Regeneration Team Leader continue to liaise with the highway authority to agree traffic orders within Station Road for advertisement, which would improve access within that approach to the car park.**
- 5. That the Assets, Design & Regeneration Team Leader be given delegated authority to submit a planning application for the scheme of improvements within Station Road car park.**

1. Introduction

- 1.1 This report is to advise the Executive of progress to proposals for expenditure of the relevant Capital Budget on improvements at Station Road car park in Malmesbury

2. Options and Options Appraisal

- 2.1 Design work for long term changes have been progressing. However, due to resource shortages within the Assets, Design & Regeneration Team and the demands of other programmed and prioritised work, the work of officers and external consultants has fallen behind programme. It is therefore recommended that implementation of these works be delayed until early 2008.
- 2.2 The temporary planning consent for the overflow area of parking on grass-reinforcement mesh ran out at the end of September 2006. A condition of that consent was that the mesh and associated signage be taken away by the end of October 2006. Discussions with Development Control officers has established the short-term acceptability of leaving the mesh in place at least until after 9th November 2006 when a resolution could be made authorising a further planning application for temporary consent to maintain the temporary overflow parking area for a further summer season. It is therefore recommended that such a new planning application for temporary consent be authorised.
- 2.3 Since creating the temporary overflow car park area, a regime of parking charges was introduced to Station Road car park, but the order was not amended to include the temporary overflow car park within the charging regime. The current situation is that vehicles park for free in the temporary overflow car park area or on the adjacent highway (often obstructing vehicular access) in preference to the main car park itself. This consequent heavy use of the temporary overflow area (which has included pressure to park there during the winter months) is beginning to take its toll on the grass under. Therefore, if the mesh is to be left in place over this coming winter, then signage, barriers and enforcement will need to be thorough to ensure the grass area is not damaged further. It is also recommended that the charging orders be advertised for amendment as soon as possible to include charging for parking on the overflow area, so there is no longer a greater demand for parking there than in the main car park during the next summer.
- 2.4 A nearby temporary coach parking facility that has been used during the last few peak seasons is unlikely to be available during this coming summer season. Therefore, delay of implementation to early 2008 may cause increased access difficulties in Station Road and the car park entrance area during this coming summer season. The highway authority is already aware of ongoing access and obstruction issues within Station Road and have been considering the advertisement of measures to reduce these. Discussions have already commenced with the highway authority about preferred changes to parking restrictions in Station Road and the introduction of coach parking facilities within Station Road associated with the proposed car park changes. It is therefore recommended that officers be authorised to continue to liaise with the highway authority to agree traffic orders in Station Road for advertisement, which improve access within that busy approach to the car park.

- 2.5 Design work for the car park layout is sufficiently advanced that – subject to acceptability in principal of the current plans (see Appendix 1) - a planning application for the works could be submitted shortly, although implementation is proposed to be delayed until early 2008. Submission of such an application alongside an application for a further summer season of temporary overflow parking would demonstrate a continued commitment to a future permanent solution. It is therefore recommended that authority be given to make a planning application for a full scheme of improvements within Station Road car park.

3. General Information

- 3.1 The 12th June 2003 Executive considered a report about the provision of temporary car parking at Station Road car park in Malmesbury during the summer season, and resolved (E28):
1. *that the Team Leader Legal Services and the Built Environment Team Leader be given delegated authority to offer temporary use of land (hatched on Drawing BET.MAL.SCP.01/005 circulated with the Agenda) for public car parking and to submit necessary planning applications and licences for this use from May until September in the years 2003 and 2004*
 2. *that contributions towards the cost of implementing the temporary parking scheme should be sought from interested parties*
 3. *that a parking survey and other necessary analysis be undertaken to review the parking demand in Malmesbury and to produce long term options for consideration at a future Executive.*
- 3.2 A temporary planning permission was eventually granted in December 2004, and again in October 2005, for an area of grass to be temporarily reinforced with a mesh and used for the purposes of public car parking, during the summer seasons of April to September 2005 and 2006. The Development Control Committee report notes that a permanent solution to parking demand at Station Road was part of this Council's work programme, and it was expected that more permanent changes to the car park would coincide with the decriminalisation of car parking so that changes could be properly monitored and enforced.

4. Financial Implications

- 4.1 £300,000 is available in the 2006/07 Car Park Improvements capital budget. The proposals recommended to be progressed to detailed design and implementation are not expected to exceed that budget. A small amount has already been expended for design work to date, and further small amounts will be expended progressing the recommended design work and applications.
- 4.2 The costs of applications, licences and car parking orders relating to the proposed further temporary arrangements are to be met from the Planned Preventative Maintenance (PPM) revenue budget. The costs of advertising the orders are estimated at approximately £300, and the cost of the planning application is also estimated at approximately £300.

- 4.3 Implementation of parking charges to the temporary overflow car park area during the next summer season will result in a net increase in charges income for that season. Implementation of the finalised full works will result in a small growth in car parking spaces to which charges relate, and corresponding revenue income per annum (see Appendix 2).

5. Legal Implications

- 5.1 Implementation of the recommendations would result in the need for licences and orders to be prepared by the Legal Team Leader for the proposed temporary arrangements over the coming summer season. In addition, further amendments to licences and orders will be required for the implementation of the finalised full proposals.

6. Community and Environmental Implications

- 6.1 The temporary and permanent proposals seek to achieve a balance between meeting identified parking needs and limiting development within the Malmesbury River Valley. The combination of on and off-street proposals require partnership working with the highway authority, and will require consultation with the community.

7. Human Resources Implications

- 7.1 Internal staff project management and design time extended into the 2007-8 financial year is allowed for in the Assets, Design & Regeneration Team work programme as it relates to a part of the Council's Estate for which a Capital Budget has been identified.

8. Equality & Diversity Implications

- 8.1 These Access, Health and Safety and circulation/visual improvement proposals will benefit a significant number of public visitors to, and users of, the town centre. The proposals will bring the car park up to required Disability Discrimination Act (DDA) standards.

9. Risk Analysis

- 9.1 The reasons for each of the recommendations in this report are given in the 'Options and Options Appraisal' section of this report, and the basic effect of not following the recommendation is self-evident. However, further and wider implications of the Executive not resolving as recommended are considered below:
- 9.2 The combination of recommendations for temporary, and more permanent later, arrangements in and around the car park are necessarily inter-linked. Therefore, the implications of not 'delaying' implementation of the full works to early 2008, would be their implementation in early 2007 on a now very tight programme before the summer season parking demand increases. Although there would then be no need to progress any of the temporary arrangements proposed, substantial internal staff resources would be required to achieve the programme – with the effect of delaying other currently prioritised work. There are also risks associated with consents in the tight programme, and permission may be dependent upon extended negotiations with river valley interests and the highway authority in relation to the interface with associated on-street changes – which are themselves subject to risk of delay in approval.

9.3 The implications of not implementing both the temporary or the permanent works, would be the continued demand on free or unauthorised parking in and around the car park with associated ongoing access problems, and which would be compounded in summer seasons by closure (and necessary removal) of the temporary overflow area. Additionally, changes recommended by Access Audit will remain, and ongoing accessibility issues such as coach lay-over facilities and turning availability would remain –with corresponding liabilities for this Council.

<p>Appendices:</p>	<ul style="list-style-type: none"> • Appendix 1: Sketch of proposed improvements in and around Station Road car park. • Appendix 2: Parking Review Technical Notes, Peter Brett Associates, 13th October 2006
<p>Background Documents Used in the Preparation of this Report:</p>	<ul style="list-style-type: none"> • Minutes of previous NWDC Committees • Car Parking Study: Malmesbury Town – Parking Provision, RTA Associates, September 2004

Previous Decisions Connected with this Report

Report	Committee & Date	Minute Reference
<ul style="list-style-type: none"> • Station Road car park • Temporary Overflow Car Park – Station Road, Malmesbury • Temporary Overflow Car Park – Station Road, Malmesbury 	<p>12th June 2003 Executive</p> <p>15th December 2004 Development Control Committee</p> <p>19th October 2005 Development Control Committee</p>	<p>E28</p> <p>7 & 8</p>