



**COMMUNITIES POLICY DEVELOPMENT GROUP
THURSDAY, 17 MAY 2012
THE WITHAM ROOM, COUNCIL OFFICES, ST PETER'S HILL,
GRANTHAM**

Car Park Review

CAR PARKING STRATEGY WORKING GROUP: UPDATE FOLLOWING WORKSHOP HELD ON 20 APRIL 2012.

Group discussion to establish overall objectives of car park review covering all car parks owned by SKDC. The Group wish the following items to be reviewed:

- Effective management of car parks for the benefit of users and businesses to include initiatives such as pay on exit, pay by mobile.
- Effective cash collection, counting and banking if existing pay stations retained.
- Alternative uses for underutilised car parks or those considered to be in the wrong place. Consider asset value for alternative use.
- Possible effects from introduction of CPE inc enforcement and collection of fine income.
- Review of long and short stay and recommendations for tariff structure.
- Review of on street signage to car parks to promote appropriate usage.
- Consider provision of electrical charging points within SKDC car parks particularly Grantham and Stamford.

The group received a presentation on the traffic movement study for Grantham to inform the workshop sessions.

Feedback from workshop Session one:

Review data from Movement Study and determine which existing SKDC owned car parks are best placed to be retained as car parks to support the

development of the town centre and which if any could be released to promote redevelopment.

Councillors felt that:

Conduit Lane and Greenwoods Row car park whilst convenient, had a detrimental effect on town centre traffic due to the poor access to both.

St Catherine's Road car park was surplus to requirement given the proximity of Welham Street car park. Watergate Car Park was important as it served the North of the Town.

Wharf Road and Welham Street played an important role in providing car parking for the South and East of the town.

Charging rates and designation of long stay vs. short stay was equally as important as location. Whilst, Councillors acknowledge that people would always utilise car parks regardless of charges, they felt that how long a person stays in a town centre and what additional services they utilise is directly related to a person's propensity to pay for car parking. Sleaford was given as an example where the first hour is free in order to encourage people to spend longer in the centre.

Feedback from workshop session Two:

What opportunities exist to replace and expand car parking to improve traffic movement around the town to promote a quality town centre environment?

Councillors felt that:

There was an opportunity to improve car parking availability and access on the west of the town by considering the inclusion of a multi-storey/under-croft car park on the Greyfriars development site, providing site is accessible from Sankt Augustin Way. (This could require land currently occupied by Council Houses and flats).

There is potential to introduce additional car parking at Wharf Road by rationalising the existing bus station and introducing more 'stop and drop' points through out the town, this could benefit both Wharf Place and Station Approach developments.

There may also be an opportunity to explore enhanced car parking provision on Station Approach site 2. At present the proposed multi-storey car park will cater for the Station Approach development and railway station only. Additional capacity at this site could relieve some pressure on the town centre and encourage driver to avoid driving into the centre to park, particularly in the context of 4000 new homes on the Southern Quadrant.

Potential of a new 'Park and Ride' facility on the proposed urban extensions, particularly the Southern Quadrant. This could be tied into existing 'hopper' bus services to avoid the requirement of a new service.

There is potential to better utilise Greenwoods Row car park for additional retail/leisure uses and enhanced public realm.

Other issues captured as part of the discussion.

High Street busy with traffic which disrupted permeability of pedestrian movement across the town. Could look at to pedestrianise a section if traffic movement could be facilitated away from High Street to create a better environment.

A pedestrian link from the retail park off Sankt Augustin Way to Westgate was suggested to promote footfall in to town centre.

Need to consider public transport cycling and walking routes particularly from new neighbourhoods to lessen cars needing to come into town centre and requiring to park.

At the conclusion of the workshop it was agreed that the feedback from the two sessions would be captured on a plan of the town centre. The Group would then review the findings by walking around the town centre as the first activity of the next workshop session so that firm recommendations could be made.