



ENVIRONMENT OVERVIEW AND SCRUTINY COMMITTEE

Subject Heading:

Hilldene Shopping Area Parking Review

CMT Lead:

Cynthia Griffin
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Economic Development

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In accordance with paragraph 17 of the Overview and Scrutiny Committee Rules, a requisition signed by two Members representing more than one Group (Councillors Keith Darvill and Clarence Barrett) has called in the Executive Decision no. 47/13 of the Cabinet Member for Community Empowerment dated 25 April 2013.

EXECUTIVE DECISION

1. That the On Street Pay & Display charging regime originally proposed and consulted on be amended to the tariffs listed in the table below subject to Cabinet approval, as set out in the report being submitted by the Head of Streetcare to Cabinet on Wednesday 17th April. These proposals also include the increase of maximum stay periods up to 3 hrs from the current 2 hr max stay period on Pay and Display

Tariff Band	Current On Street Pay & Display & Original Proposal	<u>Proposed On Street Pay & Display</u>	Outlying Car Parks	Parks
0 – 1hr	£0.20p			
0 – 1.5 hrs	£1.40p			
0 – 2 hrs	£2.00 max stay	£0.20p	£0.20p	£0.20p
2 – 3 hrs		£0.50p Proposed new max stay	£0.50p	£0.50p

2. That the proposed allocation of resident and business permit parking and disabled parking bay are implemented as proposed
3. The waiting restrictions to help improve traffic flow, prevent obstructive parking and improve road safety are implemented as proposed.

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4. The one-way system in East and West Dene Drives to assist the traffic movement, especially larger vehicle delivering to the rear of the Farnham Road and Hilldene Avenue shops is implemented as proposed.
5. That the loading facilities to improve access to the rear of the shops in Hilldene Avenue, West Dene Drive and Chippenham Road are implemented as proposed.
6. That the garages to the rear of the shops on East and West Dene Drive are approved to be removed to create additional parking, with extra spaces created by converting a grass verge area in East Dene Drive to the side of 198 East Dene Drive.

Should any of the above proposals be implemented then the effects will be monitored for a duration following the implementation with remedial action being considered.

Reason for the decision:

The proposals were designed to further enhance the Hilldene area by significantly increasing the number of available parking spaces for all visitors, by limiting long term non-residential parking, allocating specific area to residents and businesses, providing improved loading facilities and improved traffic flow. Many of the disabled and elder community prefer to shop locally and the low parking tariff will ensure that parking spaces are turned over regularly and that the opportunity to park is enhanced over that which currently exists. This will support the disabled and elder community.

These proposals increase the parking provision for disabled car users in search of local shopping facilities; the current level of parking of disabled parking is 9 spaces, whilst the proposals set out 18 available spaces. Overall, the proposals double the disabled parking facilities for shoppers and ensure a turnover of visitors in all of the areas.

A number of tenants that are in lease or licence of the garages sites to the rear of Hilldene Avenue are not utilising them for the purpose they are intended. Equally there are a number that are currently vacant and underused. The garage sites have also been reported to be areas for antisocial activity, in addition to fly tipping. It is inevitable that with car ownership on the increase that parking areas would be greatly maximised from the removal of the garage sites providing accessible parking for both residents and businesses.

The introduction of pay and display parking in popular local shopping areas has proved beneficial in promoting vitality in local area and managing out commuter parking. A number of Pay and Display schemes are operating successfully in other areas in the borough serving both businesses and local community. There have been detailed discussions elsewhere which have led to the production of the Cabinet Report which harmonises outlying car parking and Pay and Display tariff.

The turnover of parking in all bays will also make street cleansing easier and more effective.

With the provision of new loading bays throughout the area, businesses will find loading and unloading vehicles easier, while the one way working and 'At any time' waiting restrictions will expedite the free unhindered flow of traffic through and around the area.

REASON FOR THE REQUISITION

We the undersigned member of the Council hereby 'Call in' the above mentioned Executive Decision for the following reasons:

1. We believe the decision if implemented will have a significant negative impact on the shopping area as a whole, upon the businesses who trade there, the residents who shop there and the services delivered from it, and potentially adverse consequences for the Council's finances.

Councillor Keith Darvill
Leader of the Labour Group

Councillor Clarence Barrett
Leader of the Residents Group

RECOMMENDATION

That the Committee considers the requisition of the Cabinet Decision and determines whether to upload it.