

Report of	Meeting	Date
Director of Streetscene, Neighbourhoods and Environment (Introduced by the Executive Member for Streetscene Neighbourhoods and Environment)	Executive Cabinet	6 September 2007

## CAR PARKING STRATEGY

### PURPOSE OF REPORT

1. The purpose of the report is to identify temporary shortfalls in parking space in 2008/09 and recommend a course of action.

### RECOMMENDATION(S)

2. It is recommended that the proposals set out below be approved, subject to the completion of the necessary statutory processes and that Officers be authorised to implement the necessary statutory procedures.
3. It is recommended that the works to increase the capacity in the Fleet Street and Portland Street car parks be implemented at an early date, subject to compliance with the Council's capital spending procedures.

### EXECUTIVE SUMMARY OF REPORT

4. During 2008 and early 2009 part of the Flat Iron Car Park will be taken up by construction of the Market Walk 2 development. On completion that will provide an abundance of extra parking space. Within the build period for Market Walk 2 the County Council will build a new Register Office on part of the West Street Car Park. The combined loss of space, until Market Walk 2 is complete, is 271 spaces. The report presents proposals to offset the effects of these developments on parking space by increasing space and turnover on Council car parks in the town centre.

### REASONS FOR RECOMMENDATION(S)

#### (If the recommendations are accepted)

5. The recommendations are necessary to implement the most effective and cost effective course of action.

### ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

6. The recommendations are necessary to implement the most effective and cost effective course of action.

### CORPORATE PRIORITIES



7. This report relates to the following Strategic Objectives:

Put Chorley at the heart of regional economic development in the central Lancashire sub region	✓	Improved access to public services	
Improving equality of opportunity and life chance		Develop the character and feel of Chorley as a good place to live	✓
Involving People in their Communities		Ensure Chorley is a performing Organisation	

## BACKGROUND

8. The development of Market Walk 2 from early 2008 to mid 2009 and the construction of a new Register Office in that period will lead to losses of parking space totalling 271 spaces. The Register Office will require a further 10 spaces during construction. The increase in parking space included in the Market Walk development is about 560 spaces, more than offsetting any losses when complete.
9. Spare capacity on a Saturday is about 25 to 30% or about 300 spaces. Spare capacity on a Tuesday is up to about 10% or up to about 100+ spaces. The main difference arises from the take up of long stay permit rights during the week. In considering how we might address the temporary shortfall we need only address Tuesdays, therefore for the purposes of the calculations we can assume a worst case of 5% spare capacity – ie **50** spare spaces. This has been established by surveys and, effectively, provides a “float” as customers come and go.
10. By amending the relevant Traffic Regulation Orders it is possible to reduce maximum stays on the remaining area of the Flat Iron Car Park, Portland Street Car Park and the other short stay areas to 3 hours. This will increase turnover, giving a benefit equivalent to about **60** short stay spaces.
11. Surveys indicate that it is possible to remark Portland Street, gaining about **35** spaces.
12. It is also possible to remark Fleet Street, removing redundant fences, and give the former staff area over to general use, providing **70** spaces and **52** spaces respectively.
13. It would also be feasible to develop options for the Flat Iron Market and the remaining parking area in consultation with interested parties.
14. The total additional space to be gained can potentially be equivalent to **307** spaces, with an operational float of 50 spaces.
15. It will be necessary to identify new disabled spaces at each location. This has no significant effect on capacity.
16. The cost of the work required in the Portland Street and Fleet Street Car Parks is estimated at £10,000 plus any consequential utility costs, which are being investigated but are expected to be of no consequence.

## IMPLICATIONS OF REPORT

17. This report has implications in the following areas and the relevant Directors' comments are included:

Finance	✓	Customer Services	
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Human Resources		Equality and Diversity	
Legal			

## COMMENTS OF THE DIRECTOR OF FINANCE

18. The report identifies a sum of £10,000 required to undertake the remarking work at Portland Street and the adjustments to the Fleet Street Car Park. I propose that unallocated Section 106 monies that are in effect sums remaining from transport related agreements are utilised to provide the necessary funding.

JOHN LECHMERE  
DIRECTOR OF STREETSCENE, NEIGHBOURHOODS AND ENVIRONMENT

There are no background papers to this report.

Report Author	Ext	Date	Doc ID
Keith Allen	5250	22 August 2007	ADMINREP/REPORT