

Yarm Parking Proposal 29th October 2012

The aims of this proposal are to:-

1. Retain free parking in the High Street.
2. Provide extra long stay capacity for commuters.
3. Increase short stay capacity in the High Street for visitors.
4. Maintain the status quo for residents who currently park at the north and south ends of the High Street, which are unregulated at present.
5. Provide a small number of pay for long stay parking spaces for Visitors who wish to stay in the town for more than 2 hours.

The introduction of Pay & Display parking in the High Street presents significant risk to retail activity. Combined retail turnover is considerably less than has been stated in the Nems survey amounting to less than £30m per annum and not £104m as stated by Nems.

Sainsbury's are the largest contributor at £5.2m followed by The House and Strickland's with a combined total of just over £3m. The rest of the smaller independent retailers adding around a further £20m. The introduction of charging on the High Street will therefore have a far greater impact in % terms of economic activity than is currently being considered.

Many shopping centres have now realised that removing parking charges does provide improved economic activity, Newcastle & Stockton to name a couple.

This proposal allows for some improvements in parking capacity and more efficient use of the existing capacity whilst avoiding the risk associated with the introduction of charging in the High Street.

There are a number of diagrams contained in this proposal that aim to indicate the location of the various parking sites and their intended use. Larger copies have been attached as additional files.

In terms of capital cost we have looked at the various sites and generalised the following as highest indicative costs involved for taking what's on the ground now and creating an adequate facility with the relevant street signage. Some of the proposed sites will not require this investment.

1. Removing and re grading with drainage - £48,500
2. Access barriers/guarding barriers - £21,000
3. Perimeter fencing - £8,500
4. Lighting - £12,000
5. Forming footpaths etc - £3850
6. Incoming services and drainage connection - £3750
7. Fees. engineer/structural engineer/architect - £5200

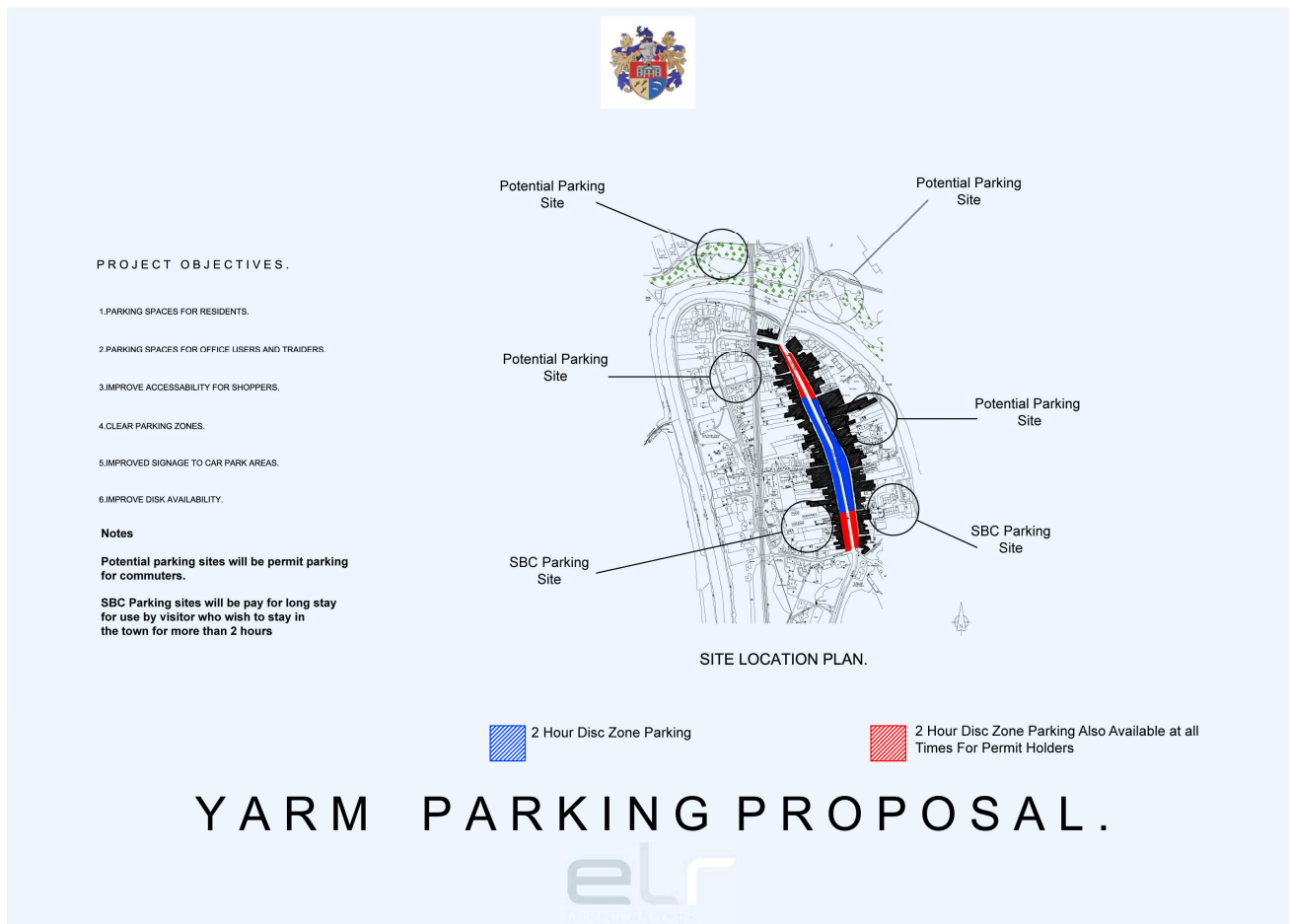
Total £102,800 plus VAT.

It is anticipated that these capital costs can be met with 106 agreement funding existing or as a result of the current new crop of proposed developments around Yarm. £265k has been suggested as a 106 contribution for the Morley Car development for this purpose.

The diagram below outlines the whole of Yarm and shows the location of potential parking sites.

Also please note the areas of the high street that are coloured red and blue. The proposal is for the whole of the high street to be made into a disc controlled zone with up to 2 hour parking available for visitors.

In order that residents who currently park at the uncontrolled N & S ends of the high street are able to continue to do so, a residents permit scheme would be introduced. The permits would be available for use **only** in the areas coloured red on the plan. This will ensure that the new arrangements will have no impact positive or negative on those residents that rely on the current non-controlled areas to park.



The SBC Parking sites shown on the plan above are owned by Stockton Borough Council. This proposal would require them to be made into Pay & Display facilities. We understand that these sites provide 39 spaces. The idea is that signage on the high street would direct drivers to these sites for long stay parking i.e. For visitors that require to stay in the town for more than 2 hours.

In order for the overall scheme to work we anticipate the charge rate being around £1 per hour.