

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

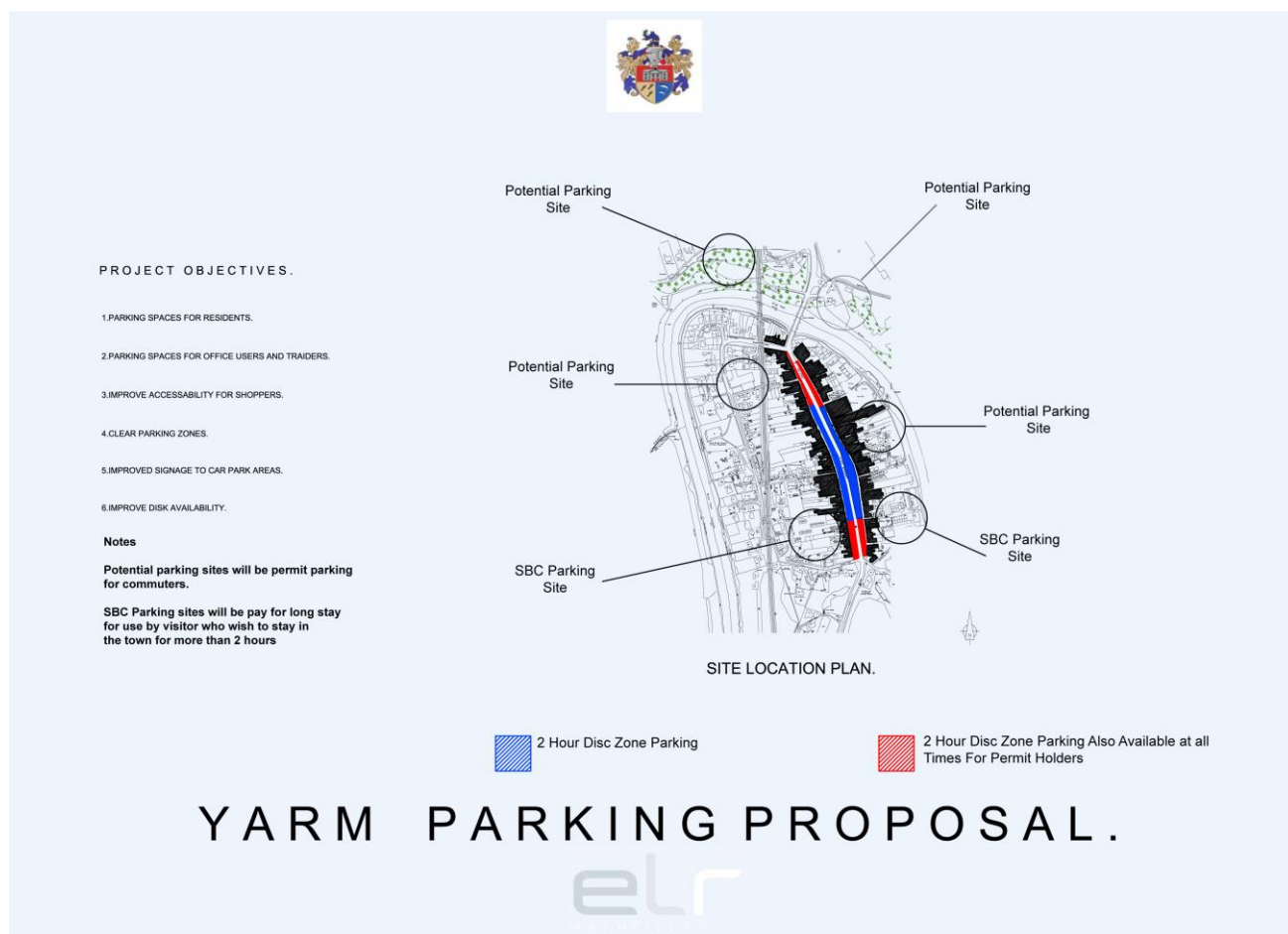
Total £102,800 plus VAT.

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.

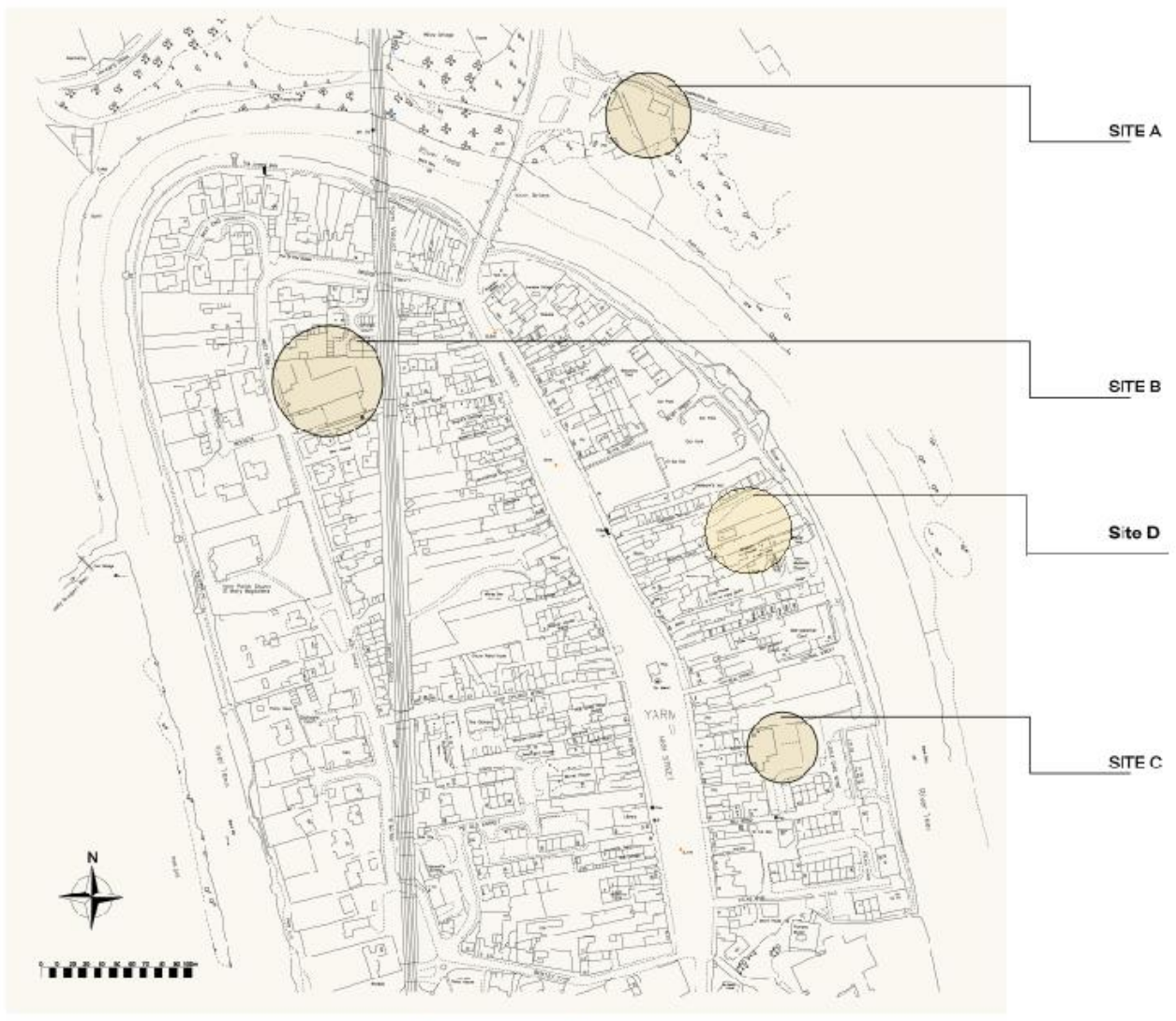
In order that residents who currently park at the uncontrolled N & S ends of the high street are able to continue to do so, a residents permit scheme would be introduced. The permits would be available for use **only** in the areas coloured red on the plan. This will ensure that the new arrangements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



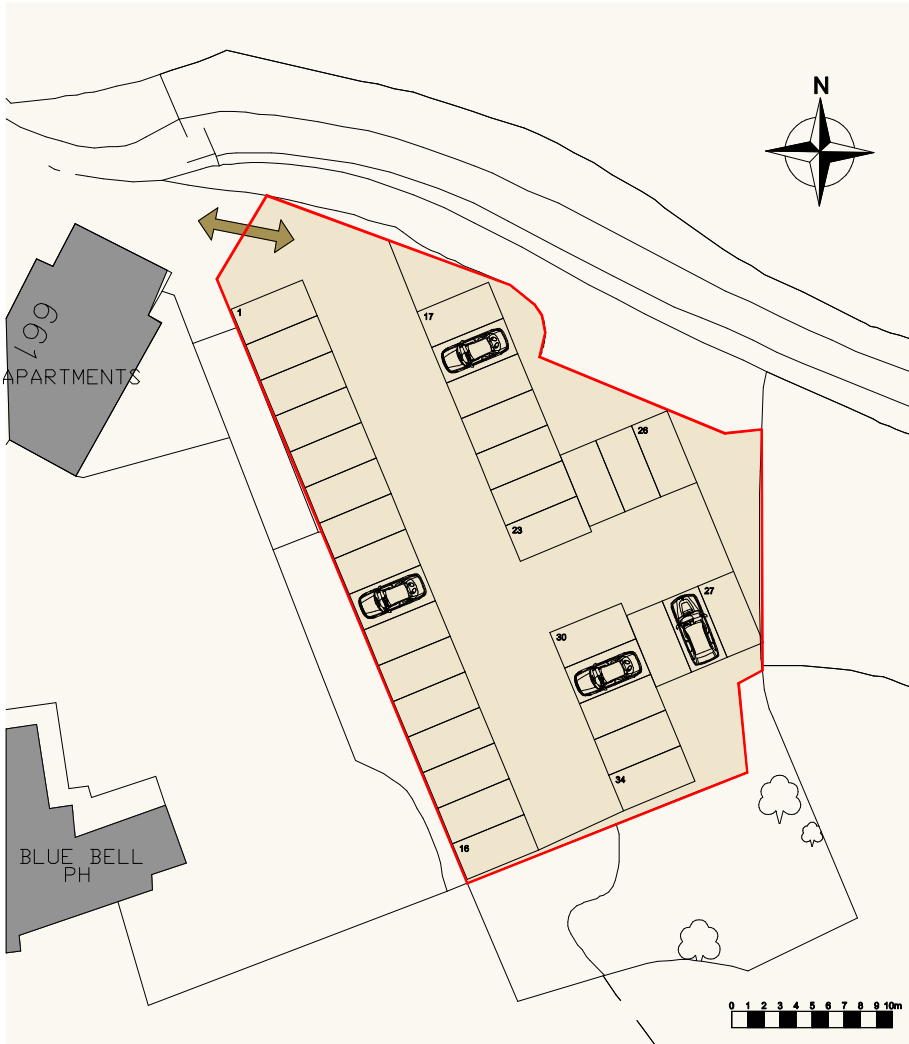
The SBC Parking sites shown on the plan above are owned by Stockton Borough Council. This proposal would require them to be made into Pay & Display facilities. We understand that these sites provide 39 spaces. The idea is that signage on the high street would direct drivers to these sites for long stay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

The following diagrams provide a little more detail on the proposed parking sites that will be for use by permit holders only and that are intended for commuter use.



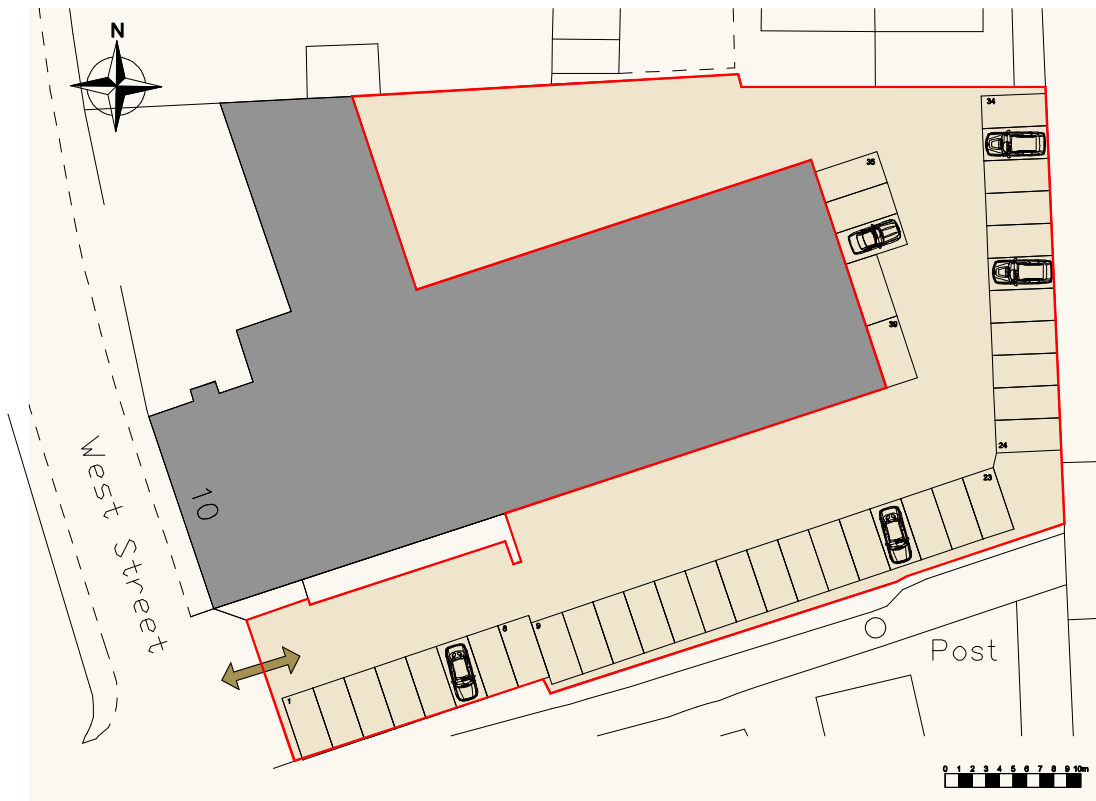
YARM PARKING PROPOSED SITES



**SITE A
SCHEMATIC PLAN**



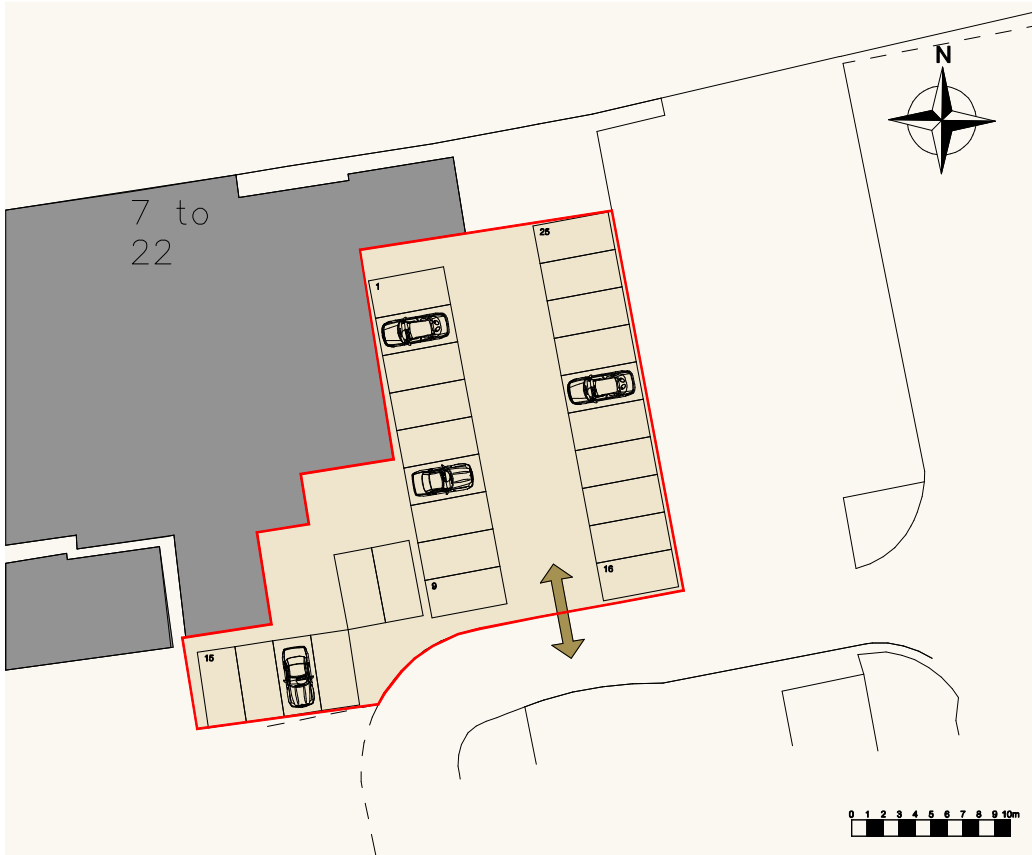
TOTAL 34 CARS



**SITE B
SCHEMATIC PLAN**



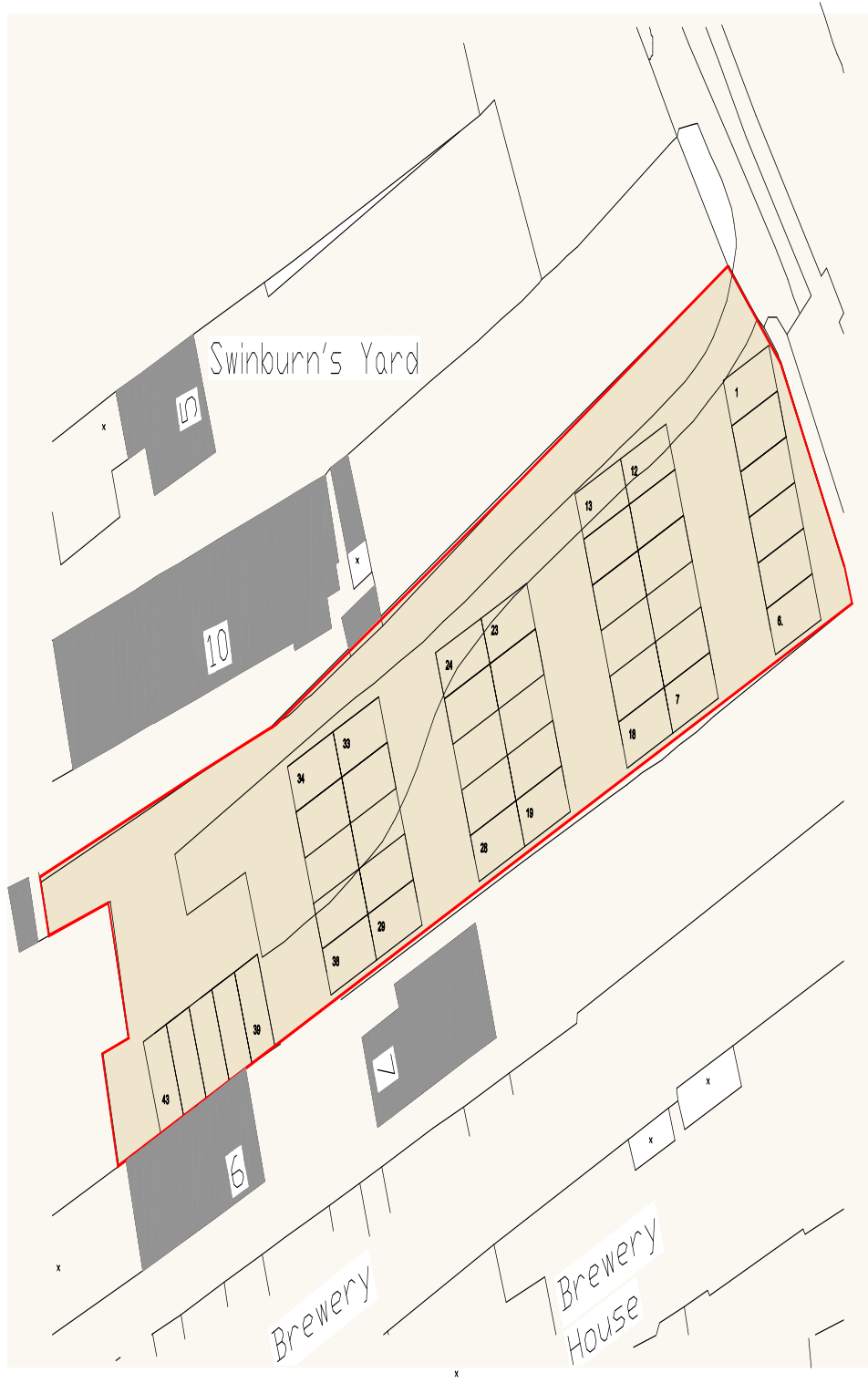
TOTAL 39 CARS



**SITE C
SCHEMATIC PLAN**



TOTAL 25 CARS



**SITE D
SCHEMATIC PLAN**



TOTAL 43 CARS

Site A

It is our understanding that Site A is to be provided as part of a proposed property development scheme at the Cross Roads roundabout and the development of sports facilities for Yarm school and public space in the same area that is N of the river Tees and East of the high street.

As can be seen on the plan this site can provide 34 spaces. As this site is out of the town centre some thought should be given as to whether this site should be for visitors or commuters and it could be charged at a lower rate than the pay for sites actually located in the town centre.

As this site is part of another yet to be agreed scheme it should not be relied upon and is included as an illustration of potential extra capacity.

Site B

This site exists and is located at the old egg factory on West Street and can provide 39 spaces. It is proposed that this site is aimed at commuters and would be operated via a pay for permit scheme. Proposed pricing would be £2.50 per day. As this overall proposal intends to remove 106 currently non regulated parking spaces from the High Street it is anticipated that this site would run at capacity generating around £30.5k per annum in revenue.

Site C

This site is located at the back of Lotus lounge and as can be seen will provide 25 spaces. Again it is proposed that this site is aimed at commuters and would be operated via a pay for permit scheme. Proposed pricing would be £2.50 per day. As this overall proposal intends to remove 106 currently non regulated parking spaces from the High Street it is anticipated that this site would run at capacity generating around £19.5k per annum in revenue.

Site D

Site D is located at the back of Barclays and can provide 43 spaces. It is proposed that this site is aimed at commuters and would be operated via a pay for permit scheme. Proposed pricing would be £2.50 per day. As this overall proposal intends to remove 106 currently non regulated parking spaces from the High Street it is anticipated that this site would run at capacity generating around £33.5k per annum in revenue.

The indicative leasing costs (Yet to be finally agreed) from the site owners is working out at between £279 to £325 per parking bay per annum.

The other key costs are rates which will be approximately £46.60 per bay and water rates which will be approximately £16.31, a total of £62.91 per bay.

The total fixed costs per bay per annum are between £342 to £388. Clearly running costs and insurance will have to be added to this figure.

Total annual revenue will be around £83.5k per annum generated from 107 extra parking bays located in the town ie. Sites B, C & D. Total annual fixed costs will be between £36.5k to £41.5k per annum. This provides annual head room of up to around £47k and as this operation will be run on a non profit basis it is felt that the scheme is therefore viable.