

## **Outcome of Town Centre Parking Meeting Friday 02 Dec 2011**

### **Present:**

Lyndsey Hadley	RBC Town Centre Coordinator
Susan Garrett	Senior Lincensing Practitioner
PC Adrian Corrigan	Local Policing Officer
Nick Churchill	WCC Traffic Management Team Leader
Debbie Degge	WCC Senior Highways Liaison Engineer
Matthew Mead	RBC Engineering Technician

### **Deliveries and Disabled Parking on Church Green East**

There are currently concerns regarding the illegal vehicular usage of the pedestrian area for parking and delivery purposes.

There is already a Prohibition of Driving Traffic Regulation Order for all vehicles on this area, meaning deliveries are already prohibited. Any existing practice of this nature is illegal - (Only maintenance/emergency and specially adapted disabled vehicles are allowed under existing order)

### **Church Green East Traffic Order**

As part of the revised Order, it is proposed to ban waiting and loading, whilst providing an exemption for legitimate vehicle usage for the street market as well as those used in connection with providing advice, information or a service to the public or to a section of the public. This will be carried out by means of a permit system, administered by Redditch Borough Council.

Standard exemptions for emergency service vehicles, street cleaning, bullion vehicles and building works etc. will be included in the Order, without the need for a permit.

The 5 disabled parking spaces, on Church Green East, will be retained. Blue badge holders will still be able to access these 5 spaces via Peakman Street but, as per the existing order, will not be able to park elsewhere within the pedestrianised Town centre area.

Cycling is proposed to be permitted within the Town Centre, in line with current Department for Transport guidance.

It is intended to introduce these Traffic Regulation Orders on an experimental basis on the 9<sup>th</sup> January 2012 and monitor them over an 18 month period. During the first 6 months of operation, public notices will invite comment or objection. Any formal objections received will then be considered before the final report to Members is written. At the end of the Experimental Order

period, there is scope to make the orders permanent, amend or abandon them.

This will leave the area as no parking, other than the defined area for blue badge holders – this can be enforced by the Borough, as well as moving traffic being an offence – this can be enforced by West Mercia. Thus meaning that the police and civil enforcement officers will enforce the area collectively but under different powers.

### **Limited Waiting Parking**

There are 3 "limited waiting" areas existing in the town centre, located at Bates Hill, Herbert Street and Ipsley Street. At present, there are no other suitable sites to accommodate short stay parking.

### **Taxi Rank**

There are three main ranks in the town:-

**Kingfisher Centre Rank** - sites roughly 6 to 8 taxis, this rank is leased by Kingfisher Centre to RBC on a 5 year basis. Used mainly by visitors to the Kingfisher Centre and the train station.

**Unicorn Hill Taxi Rank** - This rank has about 12 spaces for taxis. This rank was reviewed earlier in the year following a petition to move it. All agencies were consulted on this review and the matter went before the Licensing Committee for consideration.

In conclusion - all agencies had looked at whether there was any other suitable place to site this rank whilst allowing it to continue to serve the community. The Highways agency stated that it could not be changed into short term parking during the daytime and a taxi rank during the day (dual use) – this was due to not being able to legally have two different uses at the same time i.e. two road traffic orders in place for the same stretch of road. The Licensing Committee resolved to note the report and concluded that nothing further could be done to solve the issues.

**Queen Street Rank** – this rank has about 10 spaces for taxis. It is mainly used by visitors to this side of town and the Bingo Hall.

### **Conclusion**

The meeting concluded that at the present time, it is felt that there is a sufficient and adequate mix of disabled and short stay parking within the Town Centre, along with the multiple off-street car parking facilities. All avenues have previously been investigated with regards to the relocation of the taxi rank and limited parking in the Unicorn Hill/Bates Hill areas but it was deemed appropriate by all parties to remain as the status quo.