

Parking Schemes

Parking schemes included in the UTP;

Scheme Reference	Scheme Name	Timescale	Page Number
PM1	Improve signage of car parks using matrix signs with live updates	Medium	305

Parking schemes not included in the UTP;

Scheme Reference	Scheme Name	Timescale	Page Number
PM7	Carry out a parking review in Stevenage	Short	304
PM8	Provide a dedicated motorcycle parking zone within the existing rail station car parking	Medium	307

Scheme:

Carry out a parking review in Stevenage

Scheme Reference:

PM7

Scheme Status:

This scheme is not included in the UTP

Purpose:

This proposal has come about in response to some issues that were raised at the stakeholder consultation. It was felt by some consultees that there was currently not enough parking within the town centre and by others that there was too much long stay parking. A review of the existing parking situation was therefore proposed.

Having explored this issue further, the pertinent issue appears to be the provision of long stay parking which makes up 72% of the total parking within the town centre. As part of the UTP a specific measure, HM18, has been developed to specifically address the parking regimes in the town centre and limit the amount of long-stay parking.

In addition, there is also a parking strategy in place for Stevenage which was developed in 2004. The ambition of the strategy is to increase the proportion of short stay spaces as a percentage of the total number of parking spaces. Given that there is already a strategy in place to try and re-address the proportion of long stay parking spaces within the town the UTP measure HM18 proposes that this strategy is implemented. Any such changes will need to be given careful consideration when the re-development of the town centre is implemented as this would be a key time in which to ensure that the strategy could be implemented.

Conclusions:

It is considered that the specific issues in relation to car parking in Stevenage have been identified in the existing parking strategy and will be addressed through additional UTP schemes and the town centre redevelopment. It is not therefore considered cost effective to carry out a parking review and as such this scheme will not be developed through the UTP.

Scheme:

Improve signage of car parks using matrix signs with live updates

Scheme Reference:

PM1

Scheme Status:

This scheme is included in the UTP

Purpose:

This scheme was proposed at the stakeholder consultation in response to a perceived lack of effective signing to the town centre car parks. To make this an effective and consistent scheme it would require matrix signs to be installed across the town centre at each of the short and long stay car parks. This scheme would require an extensive programme of works and would require a significant financial investment.

Supporting photographs:



An example of a real time parking information sign.

Benefits:

- Decreased congestion;
- Increased driver satisfaction; and
- Improved public image of town centre.

Risks:

- Drivers do not change their behaviour to use the signs that direct them to an appropriate car park.

Costs:

For the purpose of costing the scheme it is assumed that approximately 15 display signs will be required. 15 Signs at £10,000 each - £150,000

13 Car parks – system hardware and set up - £8000 at each car park - £104,000

Computer car park management system – £50,000

Total (excluding civils needed) - £304,000

Scheme:

Provide a dedicated motorcycle parking zone within the existing rail station car parking

Scheme Reference:

PM8

Scheme Status:

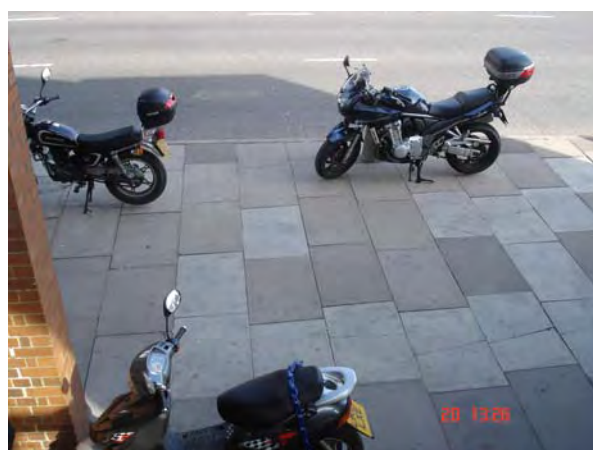
This scheme is addressed as part of PTM2

Purpose:

This scheme was proposed to address the existing problem with powered two-wheelers parking at the base of the rail station stairwell. This parking can often impede access to the station, raises security concerns over the safety of the vehicles and detracts from the quality of the environment.

Supporting photographs:

Parking around the stairwell



Motorbikes parked on the adjacent footway

Benefits:

- Improved access to the station by removing current area of parking
- Sufficient parking facilities provided to motorcyclists
- Secure parking facilities could be provided

Risks:

- Reduction in existing car parking spaces to accommodate this area of parking
- Does not encourage the use of more sustainable modes to access the station
- Additional costs for providing secure facilities

Conclusion:

Whilst this is a very specific and localised problem it nevertheless needs to be considered in the wider context of the rail station infrastructure and any future improvements to this. As part of the UTP a scheme is being proposed to redesign the station forecourt (PTM2) which encompasses all elements of accessibility of the station, provision of infrastructure and the quality of the environment. It is considered that the issue of motorbike parking will be addressed as part of this scheme and it is not therefore proposed to take this measure forward as part of the UTP.