

BARGOED TOWN CENTRE MANAGEMENT GROUP – 5TH NOVEMBER 2009

SUBJECT: INTERIM PARKING STRATEGY, BARGOED TOWN CENTRE

REPORT BY: DIRECTOR OF THE ENVIRONMENT

1. PURPOSE OF REPORT

- 1.1 To seek views and support for proposals to provide additional or replacement parking in Bargoed town centre during redevelopment works.

2. SUMMARY

- 2.1 The development of the retail development plateau has necessitated the loss of one of Bargoed town centre' main car parks. This has resulted in localised parking problems, particularly in the south of the Town Centre. A series of measures are proposed in the Interim Parking strategy to help mitigate these problems.

3. LINKS TO STRATEGY

- 3.1 Creation of the Retail Development Plateau and its subsequent development is a key project in the regeneration plans for Bargoed, as proposed in the Bargoed Town Centre Action Plan.

4. BACKGROUND

- 4.1 When the Bargoed Town Centre Action Plan has been fully implemented there will be a substantial increase in the town centre's overall parking provision. This will include over 500 spaces in the new shopping development, over 80 spaces in the proposed park and ride scheme and a 50 space local authority car park underneath the proposed apartment block on the southern end of the retail development site.
- 4.2 In the interim period, however, anticipated to be 2008-2011, there will be a shortage of parking as existing parking spaces are redeveloped.
- 4.3 Ever since 1998, there have been proposals to develop the town's southern car park, which had a capacity of 100 spaces. In anticipation of this, the capacity of the town's main northern car park (Hanbury Road) was increased by some 50 spaces in 1999 and a further 20 spaces created for disabled drivers behind the library in 2000. 25 more spaces were created at the St Gwladys car park in 2001.
- 4.4 The current situation is that the southern car park has been reduced from 100 to around 20 spaces while the 30 space middle car park has also been closed as it formed the haulage route for lorries bringing material across to create the retail plateau. Some dozen spaces have also been lost at the northern end of Gilfach street following the construction of a new road junction there as part of the Angel Way Road scheme. As a result the Northern Car Park is running at near capacity while residents and the rugby club have made representations

about the loss of spaces they formerly used at Gilfach Street and the southern car park. A temporary 'residents' car park has been created with some 20 spaces north of the Gilfach street junction but this area is earmarked for eventual development, as is the remainder of the southern car park and the middle car park.

- 4.5 When the new Health Centre opens at the northern end of Gilfach Street these localised problems are anticipated to increase.

5. INTERIM PROPOSALS

- 5.1 The plan accompanying this report shows seven areas where permanent or temporary actions could possibly be made to alleviate parking problems during the redevelopment construction period. These are referenced A to H on the Plan. Area 'I' shows where 500+ spaces will eventually be created as part of the shopping development, while 'G' refers to a general commitment to review on-street parking restrictions.
- 5.2 Area 'A' is the current location of the temporary 'residents' car park. This site is proposed for the development of apartments as part of the Simons proposals for the Retail Development Plateau. Officers are currently in discussion with Simons on a phasing plan with the aim of agreeing that this part of the development be not started until the 500 spaces on the main commercial site are available. When the Health centre opens this will be the most convenient location for persons visiting the health centre and therefore will not be restricted just to local residents.
- 5.3 Officers are also exploring with Simons the possibility of postponing the building of the proposed public house on site 'B' so that that site too, could be used as a temporary car park. However this is the site that Simons had assumed would be available for their site cabins during the construction phase. If an alternative site could be found for the site cabins then this would go a long way to meeting the parking needs of the southern part of town in the interim.
- 5.4 Site 'C' is the Middle car park, sometimes known as the former Rugby Club car park. It too, forms part of the Simons redevelopment site but now that it is no longer needed as a road haulage route there is the possibility of re-opening it on a temporary basis until needed for that development.
- 5.5 Hanbury Square (site 'D' on the plan) is currently the site of the bus station and public toilets. The bus station will relocate to a new site near the railway station in 2009. Hanbury Square is proposed to be developed as a prestigious civic space under the Town Centre Action Plan proposals but until that time (2010?) the former bus bays could be used as a temporary car park.
- 5.6 Site 'E' is privately owned and was formerly occupied by Central Hall, which was demolished by the site owner some years ago. It is currently disused and covered in rubble from that building. Officers will approach the owner offering to clear the site and surface it if it can be leased for two years to provide a temporary public car park. The site is only a few minutes' walk from the rugby club premises and should ease the parking problems in that area.
- 5.7 Site 'F' is a lay-by that will be constructed near the Gilfach Street junction, where there were formerly a dozen informal parking spaces. It will not provide parking space but will provide a loading/unloading facility for residents of those properties.
- 5.8 Parking restrictions in the area reflect the fact that the A469 currently runs through the centre of town. Following completion of Angel Way it is anticipated that through traffic volumes will decrease substantially. Parking restrictions could be reviewed following the opening of Angel Way and the removal of through traffic, with a view to increasing the number of on-street parking spaces wherever possible.

5.9 Finally, there is an opportunity to provide half a dozen off street parking spaces on land owned by the Council at the end of East View Terrace (site H). These could be used by staff serving the Health Centre or by others with long term parking needs in the area.

6. PHASING

6.1 Some of the above proposals would be permanent but most would be temporary. The aim of the Interim Parking Strategy is to ensure that there is an adequate supply of parking spaces to serve all parts of the town centre during the challenging redevelopment period that lies ahead.

6.2 If these proposals are approved then the approximate proposed timing would be as follows;

- Site A – subject to agreement with Simons - continue to be available to residents and visitors to the health centre until new development opens (mid 2011?). Following development of the apartment block, 50 spaces again available on a permanent basis (from 2013?)
- Site B – subject to agreement with Simons – available until new development opens (mid 2011?)
- Site C – available November 2008 to approx mid 2009
- Site D – available mid 2009 to mid 2010
- Site E – subject to negotiations with landowner – available from mid 2009 to mid 2011
- Site F – available permanently from December 2008
- G – subject to traffic orders – more on street spaces available permanently from mid 2009
- Site H – available November/December 2009 on permanent basis
- Site I (subject to control of supermarket operator) available permanently from mid 2011.

6.3 Several of the above sites (B,D,E and H) are subject to obtaining planning consent.

7. CONSULTATION

7.1 The proposals have already been subject to internal consultation with relevant departments of the Council and local members. Subject to the views of this committee, the proposals will be implemented as and when possible, subject to the various procedures and negotiations peculiar to each site.

Monitoring

Car park usage will be monitored throughout the next three years..

8. FINANCIAL IMPLICATIONS

8.1 Sites A, B, C and D require minimal funding but would be implemented as part of the Angel Way scheme, as would scheme F. Sites E and H could be funded from Urban Renewal and Engineering department budgets.

9. PERSONNEL IMPLICATIONS

9.1 None.

10. CONCLUSIONS

10.1 The proposal described in paragraphs 5.1 - 5.9 above should be progressed as suggested in this report. Views are sought from the Group and support to proceed as planned.

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Background Papers:
None

Appendices
Appendix 1 – Bargoed Southern Town Centre Interim Parking Strategy