

Alderley Edge Parish Council

Car Parking Review

Draft for community consultation

January 2016

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Alderley Edge Car Parking Review

1. Summary

Car parking is a controversial topic, which attracts strong views both from individuals and special interest groups. The Parish Council believes that it has a responsibility to balance these views as fairly as possible and to assess options objectively, taking full account of costs.

This document represents the first draft of a document which the Parish Council hopes to develop into a more comprehensive Strategy addressing the current and future needs of the village.

Parking Review

In July and October 2015, supported by members of the community, the Parish Council undertook a study of car parking in the village and assessed alternative options for addressing the problems. Input into this process has also included:

- Extensive discussions with Cheshire East
- Discussions with each of the three local schools
- Discussions with members of AETAG and other employers in the village
- Discussions with some residents, including the Heyes Lane Allotment holders
- Input from consultants to draw up layouts for possible car parking solutions and to provide indicative costings for each.

Proposals

The Review provided data and opinions which led the Council to seek the most cost-effective solutions, which would:

- Add new parking spaces in order to serve the refurbished Festival Hall and Medical Centre
- Add new parking spaces designated specifically as long stay parking for those needing to park all day (primarily those working in the village)
- Reconfigure existing village centre car parking (notably the South Street car park, but also including in due course the Ryleys Lane Car Park) to provide short term car parking for those using shops, personal care services and restaurants/café/bars along and close to London Road.

New Car Parks

The recommended solutions centre on two new car park locations:

Heyes Lane: a car park providing 44 car parking spaces. This will also include an access road to the Festival Hall, relieving traffic pressures on Stamford and Talbot Roads. It will also ensure the viability of the revitalized Festival Hall by providing additional car parking space for evening and weekend events.

This solution results in some loss of allotment space (approx. one quarter of the total area), but we hope that the allotment holders will be able to accept this given the benefits it provides for the wider needs of the community. The cost of this, according to our consultants, would be £200,000, giving a cost per space of £4545.

Chorley Hall Lane: a car park providing 100 parking spaces on the lower end of the playing fields, which will provide low-cost long stay car parking spaces for those working in the village. From the work we have done so far this is the lowest cost site available to us and would not result in any loss of amenity to sports clubs using Chorley Hall Lane Playing Fields. Our consultants estimate the cost for this car park at £374,000, giving a cost per space of £3740. To date this is the lowest cost site we have identified.

There are some drawbacks to this site: the location entails a slightly longer than ideal walk into the village, and access across the railway bridge is narrow and will require a much greater safety zone. Careful consideration will be needed from Cheshire East Highways to decide on how best to keep both people and cars safe. Traffic calming will be important. However, on balance we believe that it is the best option we have for providing significant numbers of all-day parking spaces.

Changes to existing car parks: South Street will be reconfigured to short term parking only. In due course existing all-day parking agreements will be phased out. Ryleys Lane, which is currently free to use and lacks any formal parking spaces, will – once Chorley Hall Lane Car Park is established – be reconfigured for short term parking.

Enforcement

The Parish Council recognizes that the additional off-road car parking it is proposing will only be effective if it is accompanied by enforcement measures. Greater detail on this will be forthcoming as the Village decides on the solutions that need to be implemented.

Further Options

There are a number of 'further options' that need to be addressed as the parking strategy develops. In brief these are:-

- Schools Drop-Off and Pick-Up Initiative
- Re-assessing Residents Parking Surplus
- Seeking out incremental space gains (from small one or two space areas to much larger 30-40 space areas privately or commercially owned)
- Renting out day time space on residential drives – www.justpark.com
- Walking or Cycling – Provision of Cycle Racks in the Village
- Effective Employers Car Share Schemes
- Improvements in Public Transport

Next Steps

The Parish Council proposes to use the findings from this initial study to carry out consultations with residents and businesses at a Parish Consultation Meeting to be held on 14th January 2016 at the Methodist Church at 1900.

The results of that consultation will then be reported back at a Feedback Meeting meeting to be held at the same venue on 11th February 2016. The Feedback Form is available from the Parish Council website www.alderleyedge-pc.gov.uk from 15th January 2016. Paper copies are available in the Library and, completed, can be 'posted' at the Library or at the Parish Council Office at the Festival Hall.

Beyond the February meeting will be a need to establish further communication with Village residents followed perhaps by a 'referendum' in some form. This is still to be determined – but it is likely that a small 'working party' will be formed to advise the Parish Council on how to progress this.

If you feel that you might be able to help in this we would be delighted to hear from you. Please contact the Clerk or any Parish Councillor .

2. Objectives of Review

The purpose of this review was to assess options for resolving car parking problems in Alderley Edge.

The Parish Council considered it important to complete this review as quickly as possible and without incurring excessive consultancy costs. Clearly the shortage of time and resources has placed constraints on the scope of the review, but the Parish Council believes that it provides a useful basis for addressing the village's car parking problems. We believe that it is the first such review that has been carried out.

Producing this review in just 6 months has only been made possible by the support that the Parish Council has received from members of the community. The Council wishes to thank those who took part for their valuable support.

In carrying out this review the Council has applied the following guiding principles:

- The Council believes that any solutions put forward must **balance** the needs of different individuals and groups. They do not believe that it is **fair** to demand that any one group should be called on to bear the burden of solving the parking problems for everyone else.
- The Council also believes **there is a need for all stakeholders - residents, traders, shoppers and workers - in the village to play a part**. As residents we all want to be able to use our cars and park them easily at our destinations. But none of us wants a car park on their doorstep, or to bear the cost. We have to accept that we are all part of the problem (and therefore potentially part of the solution).
- In the absence of suitable brownfield sites the provision of car parking will unavoidably involve the **loss of green space**. We believe we have a responsibility to convert only such space as is essential for car parking. In particular we believe that we should not sacrifice precious green space to create car parking which is later deemed surplus and which is later easily turned over to development.
- We also believe that we have a responsibility to ensure that any solutions we put forward must be offered together with an outline assessment and costing, so that **affordability** is taken into account from the start.

3. Background

Development of the village

Alderley Edge village has grown over the past 20 years with a sizeable influx of business, leisure and residential development. This continues to affect the infrastructure, which has not kept pace with this development.

The village is now a vibrant day/night economy, with a substantial increase over the last decade in the number of coffee shops (eg Village Café, Costa, Caffe Nero), bars (eg The Botanist, Bubble Room, Railway Café) and restaurants (eg Piccolino, Yu, Yara, Grill on the Edge, Bar & Grill, Gusto, etc). Growth in these sectors places further strain on car parking, both during the day and in the evenings.

Too often development has been allowed within the village without corresponding parking provision.

The development at Alderley Park, whilst welcome in reviving employment on the site, will also bring a further 275 homes to the area, with Alderley Edge as their nearest service centre. We have raised concerns that planning for the new Alderley Park site should include proper recognition of the additional pressures that will be imposed on parking in the village of Alderley Edge.

Parking in the village

Users of car parking tend to fall into two categories:

1. **Short term:** Up to 3 hours, comprising visitors using retail facilities, including shops, personal care services, bars and restaurants, typically parking for 1 to 3 hours but arriving after 0900.
A further subset comprises parents dropping off their children at school from 8.30am to 9.00am and collecting them from 3.30pm to 4.15pm.
2. **Long Term:** Over 4 hours, mostly from 0830 – 1730 comprising those working in the village and commuters using the railway station to travel into Manchester from villages around Alderley Edge. Both these groups typically need to park all day.

Any integrated parking strategy needs to take account of and provide for the distinct requirements of these groups.

Existing car parking facilities

Existing car parking arrangements comprise:

- On-street car parking:
 - Along London Road and on adjoining side streets
 - On residential streets adjacent to the centre
- Public car parks at
 - South Street
 - Ryleys Lane (alongside the park)
- Private car parks, such as that on West Street and at the Methodist Church
- The private car park at Waitrose, which is also accessible to the public
- Residents car parking schemes, operating on Clifton Street, Lydiatt Lane and Carlisle St

Public Car Park capacity excluding residential streets is currently as follows:

Location	Spaces
South Street Car Park	39
Ryleys Lane Car Park	40-47

Recent initiatives to address Car Parking problems

Recent initiatives to provide parking in the village have focused on a single location: conversion of the Heyes Lane allotments to provide a 140 space car park.

This option is reviewed in the Assessment of Potential Car Parking Sites (see Section 5.1 below).

4. Parking Review

The objective of the Parish Council's car parking review was to assess:

- how many cars are parked in the village on a 'typical' weekday;
- where they are currently parked;
- how long cars are parked at the location
- what potential solutions could be considered to meet the car parking needs of the community

Councillors also held consultations with the Alderley Edge Traders Group and one-to-one discussions with a number of employers in the village. They also held discussions with the schools regarding problems associated with traffic management and parking during morning and afternoon peaks. In addition, meetings and consultations were held with consultants, contractors and land owners and with various departments within Cheshire East Council

The review was conducted by sampling parking on two weekdays, the first being in July 2015 and again shortly after the start of the new term, in October 2015.

21 locations were identified as being the key areas, and cars parked in these areas from 7.00 am to 8.30 am were counted on the survey dates. This gave an 'overnight' or 'resident' number, that is to say the number of cars parked where the owners already live in the village.

The survey team then re-surveyed each location between 9.00am and 10.30am on the same dates to identify the movement of cars, i.e. how many 'resident' cars remained and how many additional cars (not previously recorded) were now parked. This allowed us to see a 'snapshot' of the extra cars that had entered the Village.

Using this survey method, the team was able to identify some extra 184 cars parked in the village streets and roads during weekdays. It should be said that, in nearly all cases, these cars were parked legally. Added to this number, we looked at two further locations where outside workers were occupying almost all the available car parking spaces.

At South Street Car Park (capacity 39 spaces) the survey identified 29 cars parked all day (at a cost of just £2.90 for 24 hours). These vehicles were parked by 8.30 am each day. 34 cars parked in the Ryley's Lane Car Park (in the park) also parked there by 8.30 am. This car park is owned by Cheshire East and has no payment regime, so is free of charge.

This increased the 'snapshot' number (184 +29 + 34) to 247 cars.

The second part of the parking survey was carried out during term-time in October 2015 to identify how many school-related cars came into the village to park. Here, the team focused on fewer street/roads/locations - and nearly all were close to the schools these staff served.

The survey identified a further 53 school-related parkers (teaching and other staff) during-term time, taking the total 'snapshot' to a total of 300 cars.

Available parking for shopping and leisure (after 9.00 am each day) for residents (or outside visitors) is limited to Waitrose Car Park (a private car park operated by Britannia on behalf of Waitrose), Station Car Park (also outside the Parish Council's control) and limited spaces along London Road, plus adjacent streets.

Long Term Car Parking

In addition to assessing the total number of cars parked at the surveyed locations the team also identified the number which were parked for over 4 hours as a measure of the number of long term parking spaces required. The totals were as follows:

South Street Car Park	35
Church Lane	12
Ryleys Lane Car Park	35
Moss Lane	<u>26</u>
Total	<u>108</u>

The survey's limited resources did not allow for systematic interviewing of car owners parking in the village. Of the 21 who were available to speak to, 20 said that they would be willing to walk if low cost or free car parking was available within a 5 minutes walk of the centre of the village.

5. Car Parking Strategy

5.0 Introduction

This document represents the first draft of a document which the Parish Council hopes to develop into a more comprehensive Strategy addressing the current and future needs of the village.

Key objectives of the strategy are:

1. To ensure that lost parking spaces at the Festival Hall and Medical Centre are replaced so that the long term future of this community facility can be assured
2. To provide more long term car parking spaces so that all-day parking for workers in the village is more readily available
3. To optimize car parking within easy reach of the village centre for short term parking, to the benefit of shoppers and retailers within the village

To meet these objectives the Parish Council's immediate proposals focus on developments at two main sites:

- Heyes Lane Allotments
- Chorley Hall Lane Playing Fields

The proposals for these two sites are detailed below. The development of additional car parking at these two sites will then be accompanied by changes to the car parking regimes at two further car parks:

- South Street
- Ryleys Lane

These proposals are explained in further detail in sections 5.1 to 5.4 below.

5.1 Heyes Lane Allotments

Grasscrete Car Park over whole site

The previous Parish Council proposed to build a 140 space Grasscrete car park on the Heyes Lane allotments at a projected cost of £280,000 – or £2,000 per car park space. This was to be funded from an anticipated surplus on the construction of the Medical Centre.

The present Parish Council has not been able to locate any feasibility study to support this claimed cost. This figure also appears at odds with the independent assessment commissioned by the present Parish Council, which indicates a cost of £646,000 in tarmac and over £801,000 in semi –permeable tarmac for the proposed 140 spaces. Discussions with Cheshire East also presented an estimate of over £700,000 – additional costs being included to cover additional drainage works due to the culvert in the middle of the site.

In relation to this proposal it should be noted that the projected surplus on the Medical Centre – from which the car park was to be funded – did not take account of the true costs of the project. As a result, far from having a surplus, the present Parish Council has had to raise an additional £500,000 loan.

Setting aside the cost, the Parish Council also considers it important to protect as much of this green space as possible for the benefit of the community now and in the future. There is evidence to suggest that many in the village share this concern:

The results of the allotment holders’ survey carried out in 2014, and the previous Parish Council’s own consultation exercise, indicate that a majority of people in the community was reluctant to accept the paving over the whole allotment site.

Partial conversion of the site

The Parish Council does however believe that the parking needs of the new Medical Centre and the refurbished Festival Hall has to be addressed to protect the long-term viability of this community facility.

Car park spaces at the Festival Hall will be reduced to 41 serving the Medical Centre leaving no spaces for day visitors to the new Festival Hall and inadequate parking for Festival Hall visitors at larger functions at the weekend.

This will create impossible access problems from Stamford Road and Talbot Road.

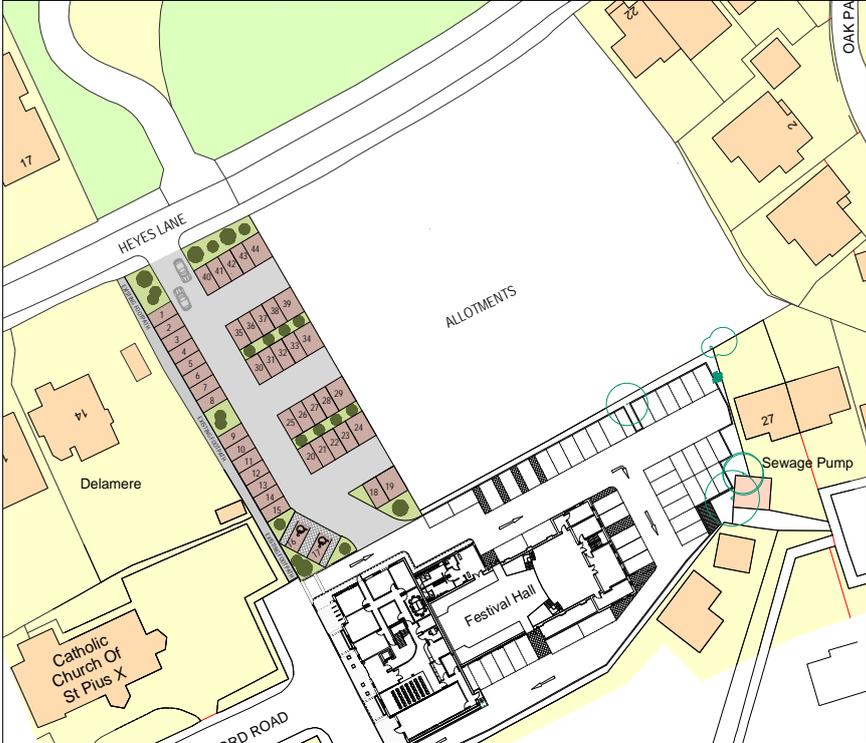
In addition to a shortage of parking spaces at the Festival Hall, access problems from Stamford Road and Talbot Road to the Festival Hall – with increased traffic to the Festival Hall and the Medical Centre - also need resolution.

The Parish Council therefore proposes the creation of a 44 space car park, which would take up approximately 25% of the allotments. This would also provide a two-way access road from Heyes Lane, so reducing traffic problems on Stamford Road and Talbot Road.

We consulted on the preferred surface for the car park. Inspection of an existing Grasscrete site indicated that Grasscrete could not be relied on to deliver the aesthetic benefits (of appearing to be grass) without significant maintenance costs being incurred. For users wearing heels (for example arriving at night events at the Festival Hall) then the variation in surface that results from using Grasscrete would be undesirable. As it is also slightly more expensive than tarmac to install, Grasscrete is not recommended. Costings have been carried out on the basis of using tarmac.

Pros	Cons
<ul style="list-style-type: none"> • Provides 44 spaces to ensure viability of Festival Hall and Medical Centre • Partial conversion of site avoids open culvert • Preserves most of the Heyes Lane site as green space 	<ul style="list-style-type: none"> • Loss of approx. 25% of allotment area • Drainage needs to be assessed in greater detail to ensure that it can be managed without detriment to green space and the surrounding residential area
<p>Costs</p> <p>A preliminary assessment carried out by Arcus indicates a cost of £200,000, including a £25,000 contingency – giving a cost per parking space of £4545.</p> <p>Cost estimate includes: CAT scan of existing site to identify below ground services, clearance of site (car park area only), provision of kerbs, 250mm sub-base, tarmac surfacing allowance for additional surface drainage, provision of electrical supply, car park lighting <i>[to be completed]</i></p>	
<p>Issues to be addressed</p> <ul style="list-style-type: none"> • Site is currently controlled by Cheshire East • Funding sources need to be finalized • Parking regime • Drainage needs to be assessed in greater detail to ensure that it can be managed without detriment to green space 	

Proposed Layout of Car park at Heyes Lane including revised access to Festival Hall



- A. 00/00/015 - Allotment 15 - access to site from common
- B. 01/10/015 - Allotment 16 - access to site from common
- C. 00/00/015 - Allotment 17 - access to site from common



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Heyes Lane Allotments

Cost Estimate: £200,000	Borrowing: £200,000
Spaces: 44	Revenue: £105,168
Max Stay: 3 hours	£8,479 x 24 months*
Regime: £1 per hour	* Rate 1.39%
9am-5pm (6 days)	Repayment: £203,487

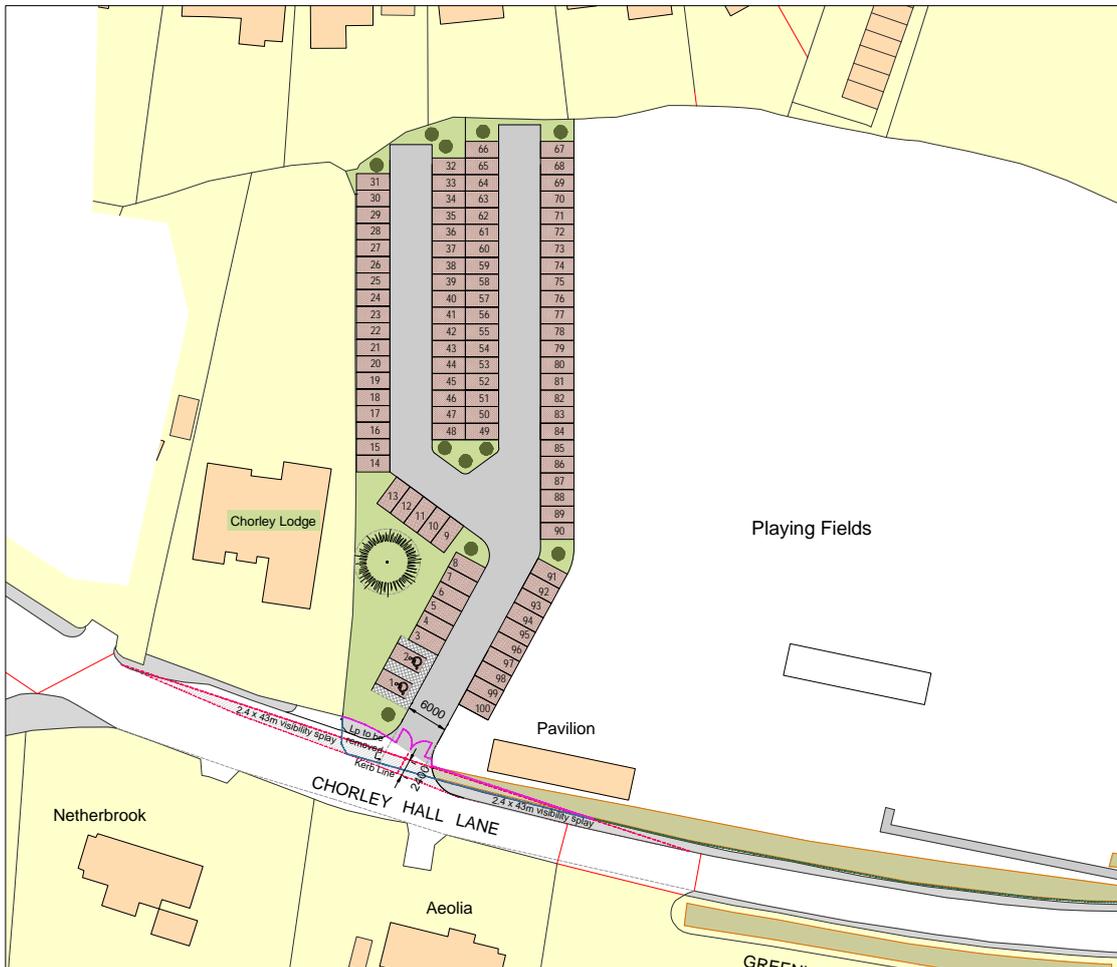
5.2 Chorley Hall Lane Playing Fields

This 2 acre site currently provides a single football field, a changing room block and a limited area of hard standing for car parking. It could provide a car park for up to 100 cars, without adversely affecting the use of the existing sports facilities.

Preliminary discussions between Ward Councillor Craig Browne and Cheshire East Council have indicated that CEC is willing to readdress previous opposition by CEC on planning grounds. CEC has also indicated a willingness to support AEPC in securing the release of Section 106 monies and raising additional loan finance to fund the creation of the car park.

Pros	Cons
<ul style="list-style-type: none"> • Can be adopted without loss of amenity to existing users • Can provide up to 100 spaces at a competitive cost per space • Lowest cost solution to provide additional off road parking spaces 	<ul style="list-style-type: none"> • Revised entrance/exit required to ensure visibility • Longer walk to centre of village • Narrow pavement over railway bridge • Drainage needs to be assessed in greater detail to address water in bottom corner of proposed site
<p>Costs A preliminary assessment carried out by Arcus indicates a cost of £374,000, giving a cost per parking space of £3740.</p>	
<p>Issues to be addressed</p> <ul style="list-style-type: none"> • Site is currently controlled by Cheshire East • Funding sources need to be finalized • Parking regime 	

Proposed layout of car parking at Chorley Hall Lane Field, including revised access arrangements



KEY

- Existing boundary fencing to be removed
- Existing Boundary fencing to be retained
- New Boundary fencing with gate
- 2.4 x 43 m visibility splay

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Chorley Hall Lane

Cost Estimate: £374,000	Borrowing: £233,150
Spaces: 100	Anchor Tenants: £140,850
Max Stay: 12 hours	Revenue: £78,250
Regime: £5 per day	£6,647 x 36 months
9am-5pm (6 days)	Rate 1.50%
	Repayment: £239,308

5.3 South Street Car Park

The close proximity of the South Street Car Park to the centre of the village makes this the preferred location for short term parking for shoppers and visitors.

Until the recent change of regime on this Car Park it was possible to park from 8am one day, until 7.59am the following day, for £2.90! This meant that South Street was used by all-day parkers, many of whom continue their onward journey into Manchester by train. This has now been changed.

It is proposed that South Street should be amended further to reflect the scale of charges in the nearby Waitrose Shoppers Car Park, i.e. 0-1 hour (50p); 1-2 hours (£1.00) & 2-3 hours (£2.00) to encourage short-stay use, but also to allow people to stay a little longer if they are visiting one of the London Road restaurants for lunch etc.

The existing "no charge after 3pm" will also be removed and a "no return within 2 hours" applied to this Car Park, so that it does not become full of day-long users.

Enforcement will be key.

Pros	Cons
<ul style="list-style-type: none"> Change of regime will free up additional spaces for visitors and shoppers 	<ul style="list-style-type: none"> Loss of parking currently used by some workers for all-day parking Some spaces are currently under contract, and so not available for public parking
<p>Costs Minimal</p>	
<p>Issues to be addressed Change of parking regime linked with the addition of new long term car parking at Chorley Hall Lane</p>	

5.4 Ryleys Lane Car Park

This car park is currently controlled by Cheshire East and is free to use, with no marked car parking spaces.

It is used predominantly by those working in the Village or those who seek free parking, all day, for ongoing travel by rail from Alderley Edge Station.

It is full by 0830 each weekday until 1700 - so provides no opportunity for short term shopping or visitor parking.

The creation of additional long term parking in the Village would free this car park to be properly surfaced, marked, lit and have a payment regime applied to it – for short term parkers and visitors.

Access through the Park would be short, safe and convenient. Night use by restaurant and bar visitors would offer them similar benefits.

Many would propose that a useful additional car park area, with around 40 spaces, could be created by extending this car park eastwards towards the London Road. This has been ‘explored’ with Cheshire East and no such expansion will be allowed.

Pros	Cons
<ul style="list-style-type: none"> • Change of regime will free up additional spaces for visitors and shoppers 	<ul style="list-style-type: none"> • Loss of parking currently used by some workers and commuters for all-day parking • Reduction in the total number of spaces available if formal parking arrangements are introduced
<p>Costs See Arcus Consulting below</p>	
<p>Issues to be addressed Introduction of charging regime needs to be preceded by the addition of new long term car parking in the village. Proposal is subject to transfer of the car park from CEC to the Parish Council</p>	

Costings – Ryleys Lane Car Park

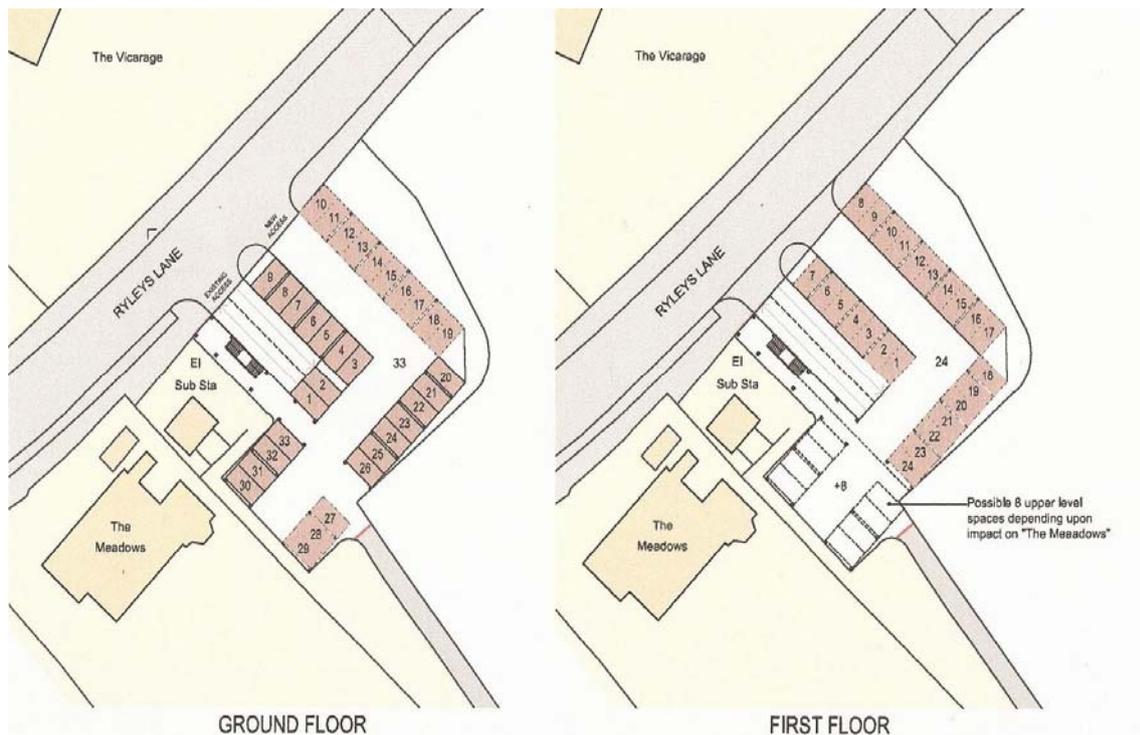
ORDER OF COST ESTIMATE				
Ryleys Lane Car Park				
for				
Alderley Edge Parish Council				
December 2015				
Description				
Gross Site Area (Excluding sub-station and adjacent land) 939 Sqm				
ITEM	DESCRIPTION	Semi Permeable Cost	Traditional Tarmac Cost	Steel Frame Car Park (2nr Levels) Cost
1	FACILITATING WORKS & BUILDING WORKS	£ 135,151.00	£ 106,343.51	£ 336,188.51
2	PRELIMINARIES	£ 20,272.65	£ 15,951.53	£ 50,428.28
3	FEES	£ 17,237.37	£ 13,924.50	£ 48,089.01
4	RISK CONTINGENCY	£ 17,266.10	£ 13,621.95	£ 43,470.58
	TOTAL	£ 189,927.12	£ 149,841.49	£ 478,176.38

Further Costing for a Demountable Car Park Upper Level – 50 Spaces

- **One Year Minimum Hire - £2400 per week**
Delivery and Assembly - £47,000; Dismantle and Collect - £47,000
- **Five Year Minimum Hire - £2004 per week**
Delivery and Assembly - £47,000; Dismantle and Collect - £47,000
- **Outright Purchase Price - £460,000**

Assembly time 2-4 days; 6 months lead time

Proposed Car Park layout at Ryleys Lane



Ryleys Lane

Cost Estimate: £478,176

Borrowing: £478,176

Spaces: 65

£10,373 x 48 months*

Max Stay: 3 hours

Revenue: £121,680

Regime: £2 per 3 hours

*Rate 1.99%

9am-5pm (6 days)

6. Enforcement

The introduction of additional charged-for car parking will need to be combined with an increase in enforcement of parking regulations. This applies both to on-street car parking (where parking restrictions apply) and to the use of car parks themselves.

It may also lead to the need to increase in on-street parking restrictions (ie double yellow lines) if residential areas around the centre of the village continue to be obstructed by inconsiderate car parking. This can take the form of cars blocking driveways and pavements, or restricting visibility for drivers at road junctions.

This will no doubt prove unpopular with some but is a price that visitors are likely to have to accept if parking and traffic congestion are to be reduced.

7. Other Options

We have focused solely on initiatives that the Parish Council believes that it could undertake itself with the co-operation of Cheshire East Council and the approval of Alderley Edge residents and stakeholders.

There are further measures which could be taken by members of the community to reduce traffic congestion and parking problems:-

- Schools Drop-Off and Pick-Up Initiative
- Re-assessing Residents Parking Surplus
- Seeking out incremental space gains (from small one or two space areas to much larger 30-40 space areas privately or commercially owned)
- Renting out day time space on residential drives – www.justpark.com
- Walking or Cycling – Provision of Cycle Racks in the Village
- Effective Employers Car Share Schemes
- Improvements in Public Transport

8. Feedback and the Next Steps

The Feedback Process

The Parish Council have presented proposals. We are not issuing instructions – nor are we telling you how it will be!

As Parish Councillors, we are simply residents who have volunteered to give up our time (a great deal of it) – unpaid - to do what we can to improve life in our village. We ask you to respect that and not subject us to unwarranted abuse for the work we have put in, even if you strongly disagree with us.

What we have presented in our newsletter, in our presentation on Thursday 14th January 2016 and in this Consultation Document is the start of a process of consultation, not its end point. It is important that everyone involved in village life responds with their views.

If we cannot all reach a consensus in the coming weeks, then we will be unable to take any further action.

Feedback can be submitted by:-

Using our online Feedback Form, please go to our website:

www.alderleyedge-pc.gov.uk

Completing a paper Feedback Form and 'posting' it at the Library or at the Council Office at the Festival Hall, or if you prefer by letter addressed to the Clerk. Please return your feedback to us by 1200 noon on Friday 5th February 2016

This Consultation Document can be downloaded from our website from Friday 15th January 2016 if you want to remind yourself of the key issues. Paper copies will be available in the Library.

Remember, if we cannot all reach a consensus in the coming weeks, then we will be unable to take any further action.

We shall then compile the feedback and publish it so that everyone can see what has been said.

(Please note that your feedback will be reported anonymously).

We shall present the views you have expressed at our second public meeting - on Thursday 11th February 2016, also to be held at the Methodist Church at 1900

Thank you for taking part in this Car Parking Review Feedback process.