

Bolsover District Council

Executive

16 July 2018

The Arc Car Parking

Report of the Portfolio Holder for Property and Commercial Services

This report is open

Purpose of the Report

- The report considers undertaking alterations to the car park at The Arc Clowne to reduce health and safety risks to pedestrians and drivers.

1 Report Details

- 1.1 There are a number of ongoing safety issues which need to be addressed, including providing a safe place for buses to enter, park and drop off children for school swimming classes and a way of controlling vehicles which drive onto the tarmac pedestrian area to the front and east of the building.
- 1.2 To deal with bus safety, it is proposed to convert the existing customer drop off spaces into a coach/bus only parking area, the area isn't currently used for the purpose it was intended, which was to enable customers to park for a short period of time while they visited the Contact Centre, it is used more for customers using the leisure facility, staff and tenants who park there for extended periods, it is therefore felt that removing the bays would not cause anyone undue inconvenience. To reserve the space for buses, raised kerbs would be installed, coach parking only sign erected and removable posts installed to prevent other drivers pulling into the area. The drawing in appendix A shows the area concerned.
- 1.3 To manage and reduce the risk to pedestrians, it is proposed to restrict vehicular access to the tarmac pedestrian area at the front of the building and the access road to the east of the building. To do this would require the Installation of an access controlled barrier, a series of bollards and a single rail timber fence which followed the kerb line of the eastern car park. The scheme would also include a zebra crossing to enable pedestrians to safely cross the access road. To address issues with cars parking on the roundabout, which can block the path of buses, boulders will be placed on the grassed area. Appendix A illustrates the scheme.
- 1.4 By restricting access the council will gain better control over how many vehicles access the area and how the vehicles park. The access controlled barrier would be linked to the buildings door access system and would enable authorised personnel to use their existing door access card to control the barrier, a log of the entry time along

with the users name would be recorded on the access software system, making it easy to identify who is parked in the area at any given time.

- 1.5 While the civil engineering works are being undertaken, it is proposed to install an appropriately sized armoured cable which is capable of being used to power electric vehicle charging points. It is suggested that the cable will be terminated close to the bays adjacent to the zebra crossings. However, it may be more cost effective to locate them in a different position, advice will sought from contractors through the procurement process and in consultation with the relevant Portfolio Holder the most suitable position will be chosen.

4 Alternative Options and Reasons for Rejection

Take no action, or introduce a parking order with parking fines. Taking no action was rejected as it would not deal with the health and safety issues. Introducing a parking order would result in fines being issued which may have a negative impact on leisure centre users with the potential outcome resulting in a reduction in members and income.

5 Implications

5.1 Finance and Risk Implications

- 5.1.1 It is estimated that the capital cost for the work will be in the region of £45k which could be financed from the transformation reserve.

Failure to carry out any improvement work will leave the council exposed to unnecessary health and safety risks to anyone accessing the site.

5.2 Legal Implications including Data Protection

- 5.2.1 None

5.3 Human Resources Implications

- 5.3.1 There are no HR implications arising from this report.

6 Recommendations

- 6.1 Members approve the work as outlined within the report and approve a budget of £45k financed from the transformation reserve.

7 Decision Information

<p>Is the decision a Key Decision? A Key Decision is an executive decision which has a significant impact on two or more District wards or which results in income or expenditure to the Council above the following thresholds: BDC: Revenue - £75,000 <input type="checkbox"/> Capital - £150,000 <input type="checkbox"/> NEDDC: Revenue - £100,000 <input type="checkbox"/> Capital - £250,000 <input type="checkbox"/> <input checked="" type="checkbox"/> Please indicate which threshold applies</p>	No
<p>Is the decision subject to Call-In? (Only Key Decisions are subject to Call-In)</p>	Yes
<p>Has the relevant Portfolio Holder been informed?</p>	Yes
<p>District Wards Affected</p>	Clowne
<p>Links to Corporate Plan priorities or Policy Framework</p>	<p>Making the best use of Council Assets</p> <p>Supporting our communities</p>

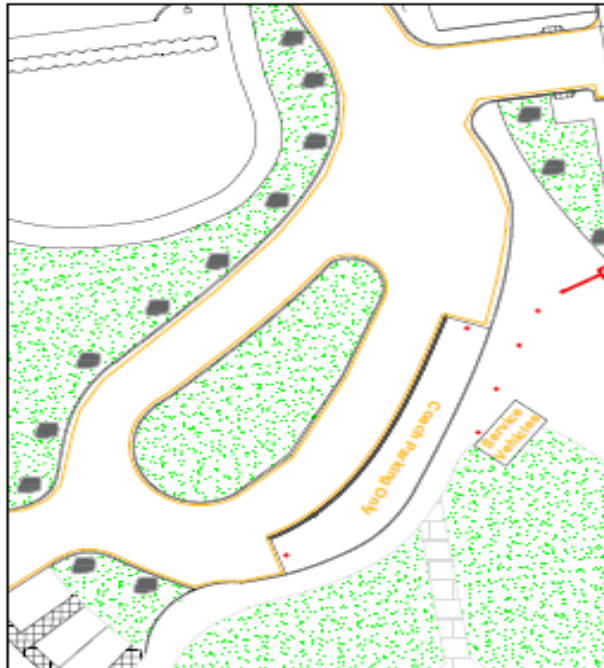
8 Document Information

Appendix No	Title
Appendix A	Site Plan
<p>Background Papers (These are unpublished works which have been relied on to a material extent when preparing the report. They must be listed in the section below. If the report is going to Cabinet (NEDDC) or Executive (BDC) you must provide copies of the background papers)</p>	
Report Author	Contact Number
Head of Property and Commercial Services	2223

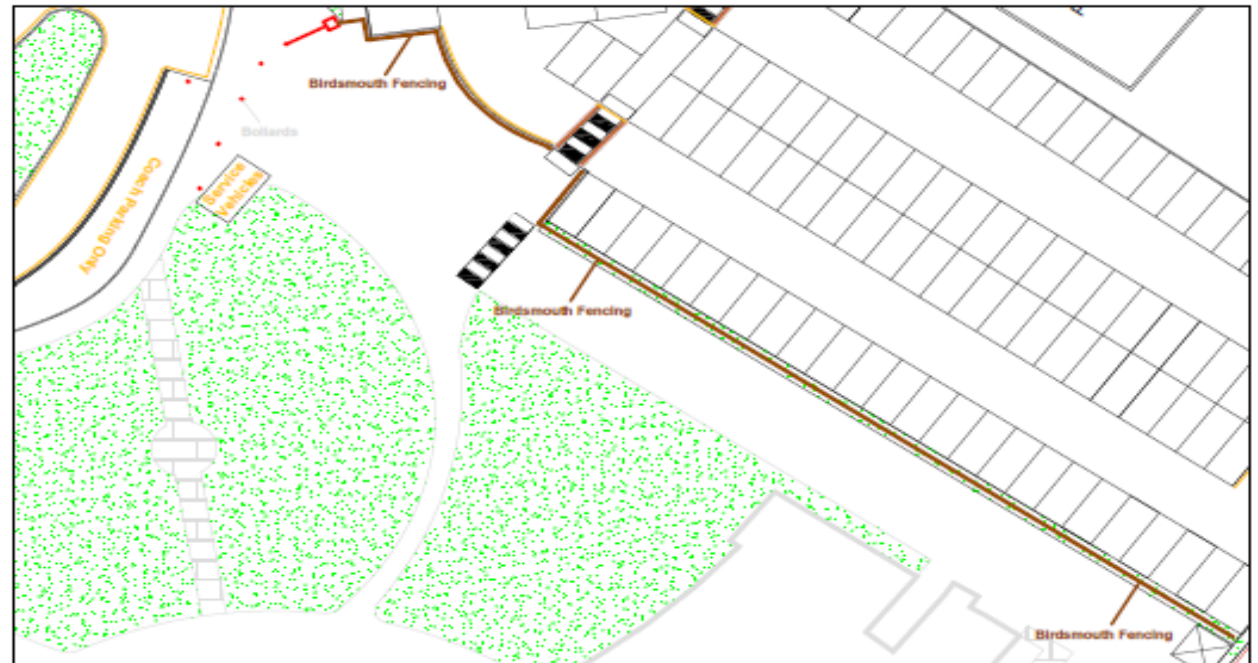
Report Reference –

Appendix A – Site Plan:

The Arc - Car Park Alterations Proposal



Conversion of Contact Centre Parking to Coach Parking Only for use of leisure centre busses. Add raised curb, Coach Parking Only Sign and drop posts to prevent other drivers pulling into the area. Install boulders to prevent parking on roundabout.



Installation of access control Barrier to control overflow parking, bollards and single rail timber fence following the kerb line to secure area and prevent parking on pavement. Inclusion of zebra crossing for pedestrians safety across the access road.



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Drawing Name:	The Arc Car Park Alterations Proposal
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Date:	26th June 2018