

Table 11 DRAFT ACTION PLAN 2008 – 2016 – Progress and revised priorities

Measure	Term	Initiative	Actions Required	Outcome	Responsible Authority	Action taken as to date	Resources Required to progress/ complete action	Revised Priority
Operational / Asset Management	Short	Introduce better Technology to improve parking convenience.	Research technology available to enable pre-payment cards or use of existing credit/debit cards/ smart card readers to reduce need for cash payments.	To improve convenience and reduce time taken to park.	HDC	Initial costings obtained for Pay by Phone technology. Credit/Debit card readers can be added to existing meters – quantities and costs to be obtained from Parkeon. Age of parking meters limit other options available. Company approached which can offer a free trial of alternative payment methods	Demo/trial of payment by phone technology. Review if practicable to replace parking meters which include up to date cashless parking technology (£100K +).	Short Transformation review action point.
		Improve Car Park Signage and accessibility	Continue HDC/ LCC review of town centres car park signing and access routing strategy. Review web links, create and produce a parking map available on and offline. Investigate "intelligent signage"	Avoid unnecessary traffic circulation in the town centres.	HDC/LCC	Improvements made to website.	Consultation with LCC on improving directional signage. Funding from LCC.	Medium
		Designate segregated long and short stay parking locations and charges to support	Research the option of converting Doddridge Road and or Kings Head Place to long stay only car parks. Remove availability of long stay parking option in other short stay car parks.	Encourage better match of parking function to demand. Better balance car park usage with demand Increase overall car parking capacity. Reduce local congestion and network delays.	HDC	Additional 26 long stay spaces created in Doddridge Road Car Park in 2010.	Capacity surveys to be undertaken to identify if need for additional long stay parking provision.	Long
		Improve Disabled Parking – particularly wide bays	Review current requirements for designated disabled parking and provision of wide bays, identify and reline when identified.	Improve parking for the Disabled	HDC	Additional disabled bays incorporated into Commons, Fox Yard and Station Road Car Parks.	Disabled Parking provision to be reviewed as car parks relined.	Ongoing

APPENDIX B

Measure	Term	Initiative	Actions Required	Outcome	Responsible Authority	Action taken as to date	Resources Required to progress/complete action	Revised Priority
		"Park Mark" roll out.	Review Car Parks against recognised industry standards such as Park Mark requirements. Review footways and cycle-ways as part of on-going maintenance programme. Under take any works necessary	To improve actual and perceived personal safety.	HDC LCC	Parkmark awards obtained in 2011 for 5 x MH car parks and 1 x Lutterworth car park.	Significant resources required to bring all car parks up to Parkmark standard.	Ongoing – recommend Parkmark assessments are commissioned as car parks are being refurbished
Demand Manag'nt	Medium	Review Business Parking arrangements and the use of permits	Review existing arrangements, amounts required and methods of managing. To consider both private car parks and the use of HDC car parks by businesses with permits etc.	To determine if necessary and not impair economic viability.	HDC/LCC	Changes introduced in 2010 to permit scheme Terms and Conditions and prices have encouraged take up.	N/A	Complete
		Work in partnership with Planning to develop Land Use and other Transport Policies which encourage location of new development to minimise distances and need to travel by private vehicle.	Raise profile of need to reduce need to travel by private car in Local Development Framework Spatial Strategy development. Develop Section 106 Guidance to determine developer obligations and contributions to deliver supporting alternative travel infrastructure and services Use existing and subsequent LTPs to support.	Development which is best located to minimise travel by the private car and which contributes to supporting alternative modes.	HDC LCC	None.	Support external to Parking Services required to progress.	Medium
	Medium	Develop Cycle Network Plans for Lutterworth and Market Harborough and other local centres. Including improve Cycle Parking	Get LIP Cycle Network Plan, reviewed amended if necessary and agreed by LCC. Begin to implement with direct developer contributions/delivery where possible. Develop a similar Network Plan and approach for Market Harborough – using local action groups to coordinate if possible i.e. HIT. Continue to press for LTP funding as programme 'rolls' and priorities (currently urban focus) change/lesson.	Begin to deliver opportunities for modal choice/shift in order to reduce trips by private vehicle into the town centres.	HDC/Local Action Groups LCC	None	Support external to Parking Services required to progress.	Long
		Improve Key Walking Routes to town centres	Work with LIP and HIT to identify key walking corridors into town and any improvements required to these. Seek LCC approval. Work to secure S106 and other funding sources.	To raise profile of walking as a mode and encourage shift.	HDC/HIT/LIP/ LCC	None.	Support external to Parking Services required to progress.	Long

APPENDIX B

Measure	Term	Initiative	Actions Required	Outcome	Responsible Authority	Action taken as to date	Resources Required to progress/ complete action	Revised Priority
		Evaluate the need to improve the 'bus station' facility to help create an integrated transport hub in MH town centre	Work in Partnership with LCC and Local Bus operators to improve safety of use and ease of movement from bus/ taxi to walking / cycling.	Encourage modal shift for some of 80%+ parking acts in MH town centre which come from within the local urban area.	LCC/HDC/local Bus Operators	None.	Support external to Parking Services required to progress.	Long
Policy change – predict and provide	Medium /Long	Encourage Mode Shift/Changes in Travel behaviour	Publicity and Promotion Education	To raise awareness of travel and transport issues and encourage changes in travel behaviour which will help improve them.	National LCC HDC	None.	Support external to Parking Services required to progress.	Long
	Medium /Long	Identify land available for alternative / additional parking at peak times.	Use LDF spatial search process to identify locations and status of: Areas of land which might be suitable for edge of town parking Existing land uses where shared use car parking could be considered i.e. leisure centres, other community facilities. Any pockets of land which could help local parking issues i.e. rural centres. Additional areas where large areas of parking could be redeveloped	To identify if there is any land suitable for additional parking and any constraints associated with it. Plus any potential for redevelopment of existing and replacement with more land efficient parking. Address parking congestion for peak congestion times e.g. late night shopping, Christmas and potentially Saturday park and ride.	HDC	None.	Support external to Parking Services required to progress.	Long –
	Medium /Long	Use the Parking Strategy as a body of evidence to inform the LDF process	Develop land use policies to help reflect the priorities and actions identified in the Parking Strategy.	Develop a clear framework with a flexible approach to enable developers to facilitate innovative parking solutions to facilitate Town Centre investment	HDC	None to SPSO's knowledge.	Support external to Parking Services required to progress	Long

Timescales

Short term measures to take between 1 - 2 years

Medium measures to take 3 – 5 years

Long term measures between 5 – 10 years