POLICY, CONSULTATION AND IMPLICATIONS BACKGROUND

1. Relevant Council Policy/Strategies/Budgetary Documents

Corporate Plan – Transport

Objective 7.5 “to improve transport access to local shops, employment and services … without adding to traffic congestion”.

Action 7.5v “seek alternative coach parking to Kingsmead and continue to improve drop off facilities”.

2. Consultation

(a) Businesses/Chamber of Commerce – The Canterbury Traders Association who represent many of the small businesses in the Northgate and Palace Street area support the proposal.

(b) Voluntary Groups – A letter has been sent to the solicitors representing the Trustees of the St John’s Hospital setting out the proposals. The trustees have a number of concerns and some amendments have been made to address these concerns.

(c) Coach Operators – early discussion on the approach set out in this report have been held with representatives of coach operators and they have given the proposal their strong support.

(d) Views of Ward members – Councillors Pepper and Whitemore have been briefed on the proposals and are supportive.

(e) Area Member Panel views – the issue was discussed at the Canterbury Area Members Panel on 24th May and the panel supported amendments to the layout to meet the concerns of the St John’s Hospital Trustees.

3. Implications

(a) Financial Implications – Are set out in this report.

(b) Staffing/Resource Implications – Staffing requirements for the new coach park will be equivalent to the present coach park. New coach drop off facilities could need additional staffing, dependent on location and possible disruption to traffic.

(c) Property Portfolio Implications – None - site is currently under lease from the Trustees of the St John’s Hospital. Change of use to a coach park is allowed under the lease.

(d) Legal Implications – Not known.

(e) Environmental/Sustainability Implications – Coach tourism has, proportionally, less impact on traffic congestion. Some older coaches can emit a higher level of pollution than modern coaches. Measures will need to be taken by coach park staff to ensure that coach drivers do not generate excessive diesel fumes by leaving engines on unnecessarily. Proposal will involve removal of a number of trees from the site, as they will severely limit the capacity.
Appendix 1

Additional planting will be incorporated where possible, mainly along the boundary of the site.

(f) Planning Implications – Planning approval for change of use will be sought.

(g) Human Rights Issues (Legal) – None identified.

(h) Equalities – New site will be closer to the city centre and will, therefore, help some people with mobility problems. The distance may still, however, be too far for some and alternative arrangements may be required. Arrangements are being discussed with Canterbury Shopmobility to provide wheelchairs and scooters at the site by appointment. Future dropping off options closer to the city centre are still being explored.

(i) Crime and Disorder Implications – Not significant.
Comparison of walking distance from coach facilities to the City Centre

Distances shown are from the edge of each site to the Buttermarket and nearest point of the Whitefriars shopping area, using the shortest walking route.

<table>
<thead>
<tr>
<th>Coach Facility</th>
<th>Distance in metres from coach facility to:</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Buttermarket</td>
</tr>
<tr>
<td>Current Kingsmead coach park</td>
<td>1000</td>
</tr>
<tr>
<td>St John's car park (via St John’s Lane and Northgate)</td>
<td>600</td>
</tr>
<tr>
<td>Station Road East</td>
<td>920</td>
</tr>
<tr>
<td>Longport</td>
<td>500</td>
</tr>
<tr>
<td>St George’s Lane</td>
<td>490</td>
</tr>
</tbody>
</table>