

**CODICOTE PARISH PLAN ACTION GROUP
(CPPAG)**

**CODICOTE STREETScape
PROJECT**

NOVEMBER 2011

CODICOTE PARISH PLAN ACTION GROUP (CPPAG)

CODICOTE STREETSCAPE PROJECT

ABOUT the PROJECT:

Codicote Streetscape Project is an innovative community led project which meets the Localism Bill, 2011 and Big Society agenda by empowering communities to have their say on what is required in their area. The project seeks to enhance streetscape improvements safety, quality of the environment and ease parking facilities by designing a quality streetscape in the High Street and roads adjoining which links places and people. The project team have, therefore, been developing possible design solutions. Option 1, 2 & 3 in the main High Street and 1 option for the southern end of the High Street and Newtown are shown at the back of this feasibility study.

Codicote is a thriving working village in North Hertfordshire. It has over 1,500 households & businesses and a population of approximately 3,161. The parish, which includes a conservation area and graded buildings, has a school, a church, two small general stores and a post office, a butcher, a village hall, sports and community centre, two large garden nurseries, 3 pubs and a motel, 2 restaurants, chemist, florist, hairdresser, estate agent, dry cleaning and newsagent shops, 3 large buildings for older people, quarry and travellers/gypsy site as well as many other businesses and farms scattered within and around the parish. There is, therefore, a large amount of car and lorry movement through the High St. which becomes very congested at peak commuter times when commuters avoid the A1M.

The existing situation in the High Street is not conducive to linking people with places, shops and businesses safely for both pedestrians, young, old and disabled, and vehicle visitors. Parking in some areas is on street and others on the pavement, i.e. on bends and accesses. This causes obstructions for service and emergency vehicles. It also impedes the daily activities of the residents and of shops and businesses, in particular those who have deliveries at certain times of the day. There is no public car park in Codicote. In the High Street, the pubs & one restaurant, and one or two small businesses, have private offroad parking.

The project has also undertaken research and spoken to a number of businesses and organisations to see if it is possible to find additional off road parking for those residents without any parking area in order to free up some spaces on street for the vehicle visitors to the shops and businesses. In addition, surveys have been undertaken in the project area to seek to determine how many residents have no off street parking area and if it were possible to provide an area, whether they would be prepared to pay for a space.

SCHEME OBJECTIVES:

- To further enhance the economic vitality of shops and businesses
- To be socially responsible and improve safety and access for all
- To design a quality street environment for places and for people as well as for vehicles
- To enhance the landscape environment
- To further enhance existing improvements
- To seek to improve parking provision
- To research other areas for off street parking

KEY FEATURES in the 3 design options:

1. Parking bays to be free for everyone – it is estimated that more parking spaces than existing parallel parking on the west side of the central High St could be provided with Options 1 and 2. With Option 2, echelon parking, providing more than Option 1
2. It is suggested that the only restrictions could be ½ hr zoned parking, at particular times, outside 3 shops and 2 pubs to allow for loading/unloading and vehicle visitors of these services
3. Where the pavement is too narrow parking could be formalised on/off pavement providing accesses are not blocked
4. Quality paving and setts which are low maintenance to be used along with landscape enhancements such as trees and benches
5. Yellow lines only at 2 key junctions as parking causes obstructions for all access. Codicote already has 2 areas with yellow lines, a right hand bend and a junction. PCSO now has powers to issue parking tickets

EVIDENCE of NEED:**Parish Plan, 2004** residents surveys and consultation:

Codicote Parish Council undertook consultation and questionnaires in 2003 and set up the Codicote Parish Plan Action Group (CPPAG) which produced a plan in 2004 with further consultation/questionnaires to all residents & businesses. 530 questionnaires (35.5%) were returned. Over 70% of the responses requested improved, safer, High St. Parking facilities & further investigation into designated parking and 55% requested investigation of residents only parking/one way in Newtown.

Speed and volume counts, surveys and transport and travel improvements and a lorry survey were completed 2007/2008.

Streetscene Day, 2009 residents consultation and issues sheets

In order to provide further evidence a Streetscene consultation day for all residents was held in 2009. 114 attended. 358 issues highlighted. 73 mentioned they would like to see further investigation into parking, redesign, pavement condition, parking on pavement and obstructions.

STAGE 3

To further seek funding as above in addition to other funding and deliver infrastructure implementation in stages maybe over two years :

	2013/2014	2015/2016
Estimated costs	£1 Million	
(Match funding: HCC, bids and Gov.Funding)		

FUNDING for Stages 1 & 2:

To date	approx. £20,000	Parish Plan – in kind/voluntary hours
Confirmed	£3,695.00	CPPAG grants from Parish Council
In principle	£2,034.21	NHDC Section 106
Request Stage 1	£	Cllr. Richard Thake, Locality Budgets
Stage 2	£10,000	2011/2012 and 2012/2013
Request Stage 1	£	Cllr. Tom Brindley 2012/2013
Request Stage 1	£ 1,500	Southern Rural Area Committee (SRAC)
Stage 1 & 2	£ 1,500	2011/2012
Request Stage 1	£	NHHJMP 1/2012
Request Stage 1 & 2	£	Codicote Parish Council

Other funding avenues for Stage 2 and 3 will be pursued with match funding & volunteer time e.g. HCC (including LTP and Capital funding, IWP, FWP), bids to both public private organisations and Gov. Funding, Localism Bill.

REFERENCES TO POLICY AND GUIDANCE: