

[REDACTED]

Dea [REDACTED]

Thank you for your phone call on Thursday, 26th February when you answered my questions.

One of these was about why some of the car parking spaces in St. Martins Approach (SMA) car park were designated as not meeting standards. I was unable to find the answer in any of the documentation, particularly in the Highways Technical Notes document. You explained that the minimum requirement for a viable car parking space is 2.4m by 4.8m.

This email focusses on the car park spaces. I have conducted some research and will split this into the SMA car park and the Winston Churchill Hall (WCH) car park.

#### **SMA car park**

On Friday, 27th February, I went to SMA car park to measure some of the spaces on the right-hand side of the car park running alongside number 1, St. Martins Approach. There were 19 which were deemed sub-standard. I met Councillor Peter Smallwood there and we agreed that the ones I had measured were indeed sub-standard. However, if the white lines were re-drawn and the bushes were trimmed back the 19 spaces could usefully make 16 (my estimate) instead. The Highways Technical Notes document says that 36 are substandard, but with the simple re-drawing of the spaces the car park could probably hold 113 viable spaces instead, with a loss of just six.

#### **WCH car park**

Yesterday, 28th February, my friend [REDACTED] and I spent some time measuring the car parking spaces in the WCH car park. We measured the 83 spaces each within the white lines and found that no space reached the standard length of 4.8m. Only seven spaces measured the width as 2.4m or more. Using the same logic as used for the SMA car park, it would appear that all are substandard and therefore not applicable. However, this is nonsense as those spaces could be redrawn to conform to the standard thereby reducing the number of spaces available from 83 to roughly 77. I have included two documents in this email which give the WCH car park layout split into blocks, which aided our measuring activity, plus a spreadsheet giving the measurements for each space.

I now have three further questions relating to the car parking.

- If the WCH car park would be used in conjunction with the SMA car park then would it be pay and display too ?
- Would the barrier in Pinn Way to the WCH car park be removed as it would need to be open 24/7 to facilitate parking ?
- Would it be possible to amend the current documents so that they reflect the information about car parking spaces etc? This includes the Highways Technical Notes document, particularly. Or if this is not possible, then perhaps an addendum document could be included to clarify the above points so that the general public can clearly understand.

I look forward to hearing from you.

With kind regards,

A solid black horizontal bar used to redact the sender's name or signature.