

Background Papers, if any, are specified at the end of the Report

REVIEW OF CAR PARK CHARGES

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RECOMMENDATIONS

Cabinet consider if changes to the current car park charges should take place or consider a form of consultation on charges options, or set a further review date.

Relationship to Council Objectives

Efficient and Effective Customer focussed services.

Implications

- (i) A key decision in the forward plan*
- (ii) Within the Policy and Budgetary Framework*

Financial Implications

The Council has maintained good levels of annual investment in its car parks and has recently undertaken to address the known parking issues at the Amersham Multi Storey Car Park (AMSCP) with funding agreed to over-roof the current structure. The Council is also developing options for addressing the medium term need for up to 216 additional spaces in Amersham on the Hill by 2026, this additional capacity if built through multiple levels rather than surface car parking could itself cost £1.5 - £2m; the budget agreed for the AMSCP over roof is £650K.

Recent discussions have covered how to provide this additional capacity and minimise disruption to current demand. It was concluded by the Corporate Asset Management Group and discussions at the Housing and Planning Overview Committee that the spaces will need to be created before the demand for the additional space arises.

Risk Implications

The Council maintains all its car parks to safe standards and holds Park Mark awards for each car park. This level of maintenance requires continual re-investment.

As well as risks there are opportunities for the Council to change its

parking operation such as cashless payment, introducing flexible payment tariffs which could increase turnover and reduce revenue costs.

Equalities Implications

None directly associated with this report.

Sustainability Implications

None directly associated with this report.

Matters for Consideration

- 1 This matter was considered by the Housing and Planning Overview Committee on the 21 January 2014. The Committee noted that regular investment has been made in the Council's car parks and that investment has recently been agreed for the Amersham Multi-Storey car park for the construction of an over roof to the top deck and that further more significant investment has recently been identified with the creation of around 226 spaces required for Amersham on the Hill by 2026.
- 2 The Committee noted surpluses for the parking account have remained steady but were aware the creation of such a number of spaces will require significant Capital investment by the Council so surpluses remain a vital contribution to the Council's future parking service deliver plans.
- 3 Contributions towards the construction of additional car park spaces in Amersham on the Hill may become available through the Planning Infrastructure Deliver Schedule (IDS), however, in view of the likely scale of investment that could come forward it is more likely that smaller contributions would come forward to help the Council's own further capital investment.
- 4 The condition of Sycamore Road car park was raised as a concern, this car park is identified on the car park maintenance programme as in need of complete resurfacing, the surface has failed with regular and on-going patch repairs taking place. Investment in a new surface (or a smaller planned repair programme) has been held off while the possible development of the site is under review.
- 5 The Committee considered on balance the parking account was in a stable position and able to contribute to reinvestment in the medium term so did not recommend any changes to the current car park charges take place. A review in 12 months was thought appropriate.

Report

- 6 ANPR monitoring is being trialled at Catlins car par, Chesham from January 2014 and ANPR as a payment system will be trialled in Spring 2014. This will seek to continue the development of technologies such as cashless payment with the possibility to introduce resident/visitor bands.
- 7 The Council's busiest parking bands are the one, two hour and all day bands.
- 8 In support of local and national parking strategies, the Council introduced a 10 minute interval trial within the first hour band at Catlings car park, Chesham.
- 9 The results of this trial are not yet available so the option to continue this or widen its take-up is not currently able to be evaluated by Members.
- 10 Harmonisation within the charging structure was introduced a long time ago with the same car park charges in place in all car parks with only the AMSCP having a higher all day charge.
- 11 Increasing the one hour band puts pressure on the Parish Councils which take advantage of provision the District Council offers for them to provide a "one hour free" period, as the recharge formula is based on the one hour band.
- 12 Amending the first hour charge could impact on the current 10 minute trial in Catlings car park, unless the Council deviates from standard charging bands in all car parks.
- 13 Other than introducing residents' tariff(s) an option regularly raised by Members, there is limited scope to introduce new bands. As stated above, the majority of Chiltern's parking visitor stay durations are one and two hours and all day.
- 14 Cabinet did not support the introduction of a half hour band in February 2010; however the 10 minute band trial at Catlings car park will help further discussions on that aspect.
- 15 With the changes to the three, four hour and all day (surface) bands made in April 2012, it is recommended that any changes now made should be on the one and two hour bands.
- 16 An investment of up to £1m (including possible Solar PV yet to be agreed) is to be made at the AMSCP to increase winter capacity. Other car park repairs such as major resurfacing of Sycamore Road, if not developed in conjunction with another project, are imminent.

- 17 The Council now understands that additional car parking capacity for Amersham on the Hill will be required by 2026 and needs to consider through further advice from the Corporate Asset Management Group and Overview and Scrutiny, how best to progress this investment which could require up to £2m.
- 18 At the last car park charge review in 2012, Cabinet requested a review after 2 years (2014). Members are now requested to consider the changes to car park charges (if any) and when the Council should introduce any changes.
- 19 Cabinet can of course decide not to make any changes at this stage and set a further review date, or taking account of the future expenditure needed such as creating additional spaces and maintaining the car park surfaces, Members might consider a consultation with local businesses and Parish Council's be undertaken on the various options with views to be reported back to a future meeting.
- 20 With the joint parking service progressing and the wide variety of options that will come from that service and possible harmonisations, the trial of 10 minute bands and free after 4.00pm at Catlings car park, the trial of ANPR as a payment system and technological improvements available to the Council in delivery its parking service such as cashless parking payments, Members may consider maintaining stable prices is appropriate.
- 21 The table found as **Appendix 1** highlights the Council's car park charges over the last 10 years. It does show a very sensitive approach which has been in line with wider strategic aspects such as links to the Local Transport Plan.
- 22 The table below shows the current budgets for parking services

2012/13 ACTUALS	Parking Services	2013/14 BUDGET	2014/15 BUDGET
£		£	£
119,460	Salary Costs	124,597	137,980
690	Other Employee Expenses	5,500	4,000
252,400	Premises Related Expenses	310,830	281,430
14,536	Transport Related Costs	12,810	12,810
227,508	Supplies & Services	183,919	148,430
28,426	Third Party Payments	30,750	30,750
643,020	Running Expenses	668,406	615,400
(1,746,525)	Fees & Charges and Other Income	(1,677,170)	(1,673,420)

(15,596)	Funded from Earmarked Reserves		
(1,119,101)	Net Running Expenses	(1,008,764)	(1,058,020)
64,015	Depreciation	83,360	83,360
167,465	Support Recharges In	198,055	198,060
39,490	Salary Reallocations	45,723	
(848,131)	Net Expenditure	(681,626)	(776,600)

- 23 Should an increase in car park charges be considered, the table below sets out the levels of additional income that could be achieved from adding one or two multiples of 10p to each of the current tariff bands. Should more than one or two multiples be added, migration between bands or displacement to on-street parking should be considered in more detail.

10p on 1 hour	£30k
10p on 2 hour	£20k
10p on 3 hour	£10k
10p on 4 hour	£2k
10p on all day (surface only)	£2,500
10p on all day at AMSCP*	£6,500

** Although 50p multiples have usually been used and increases at AMSCP may now need to be taken forward with a review of on-street commuter parking issues*

- 24 Cabinet are requested to consider if car park charges should be increased or if not, to be reviewed when subject to other factors requiring the Cabinet's consideration, the next review should be.

Background Papers: None
