

SUBJECT	Chiltern Lifestyle Centre - Parking Options
RELEVANT MEMBER	Councillor Caroline Jones
RESPONSIBLE OFFICER	Chris Marchant
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WARD/S AFFECTED	Amersham

1. Purpose of Report

To provide Members with recommendations to support the car parking provision during the construction of the Chiltern Lifestyle Centre (CLC).

RECOMMENDATIONS

1. Agree the strategy provided in this report to support the CLC during the construction phases.
2. Amend the Off Street Parking Places Order (OSPPO) to enable King George V House (KGVH) car park to be available to the public. Operations recommended as follows:
 - a. Implement disabled bays allowing blue badge holders to park for up to three hours.
 - b. Charging period Mon to Friday 07.30-18:00.
 - c. Tariffs, as per the current Civic Centre car park (aka Library car park), which are:
 - 30 minutes free
 - Up to 1 hour £0.70
 - Up to 2 hour £1.40
 - Up to 3 hour £2.00
 - d. Maximum stay three hours, same as the Civic Centre car park.
 - e. Flexibility to segregate a section of the car park for permit holders only where there is a need to do so and that the Head of Environment be authorised in consultation with the relevant Portfolio Holder to make the changes where appropriate. Permit holders being customers with a permit specifically for KGVH car park; Tenants etc.
3. That subject to Cabinet agreeing the recommendations the Head of Environment be authorised to publish the statutory Notice of proposed Amendment to the Off Street Parking Places Order.
4. That, if no valid objections are received in response to publication of the Notice of proposed Amendment the Director of Services in consultation with the relevant Portfolio Holder be authorised to make and publicise the Amendment Order. In addition, the Director of Services be authorised in agreement with the relevant Portfolio Holder to agree the implementation date for introducing charges on the car park.

5. That if valid objections are received in response to publication of the Notice of proposed Amendment, the Director of Services be authorised to deal with any such objections after consultation with the Portfolio Holder and to make and publicise the necessary Amendment Order with or without modifications as considered appropriate. In addition, the Director of Services be authorised in agreement with the relevant Portfolio Holder to agree the implementation date for introducing charges on the car park.

2. Reasons for Recommendations

To ensure parking supply continues to meet demand during the construction stages of the new CLC and that any loss of space does not have a detrimental impact on the Town or the opening of the new Centre.

3. Content of Report

3.1. There are three phases to the construction of the CLC; these are:

- i. Phase 1 (October 2019 to October 2021)
Demolition of the library and loss of Civic Centre car park.
- ii. Phase 2 (October 2021 to February 2022)
Demolition of the community hall, youth club, and asbestos removal from Chiltern Pools.
- iii. Phase 3 (February 2022 to June 2022)
Demolition of Chiltern Pools

Additional detail including loss of parking during each phase is provided at Appendix A.

3.2. The first phase of construction is due to start mid to end of November 2019; an exact date is yet to be confirmed.

3.3. To understand the usage levels of the car parks, an assessment is carried out on a month by month basis for each area. In Amersham, particularly on the South-East side where the CLC is to be located, the parking provision currently has a surplus of 352 spaces. Table 1 provides a breakdown for each car park.

Table 1

Car Park	Max stay	Car Park Capacity (No. of Spaces)	Av. Occupancy	
			(Mon-Fri)	Sat
Amersham MS	24 hours	1046	71% = 743 spcs No. vacant - 303	22% (No. vacant 816)
Chiltern Avenue (in front of leisure centre - access adj. zebra crossing)	5 hours	119	69% = 82 spcs No. vacant - 37	48% (No. vacant 62)
Chiltern Pools (access via Bensheim Way)	3 hours	62	80% = 50 spcs No. vacant - 12	80% (No. vacant 12)
Total No. vacant 352				
Civic Centre (Library)	3 hours	45	67%	30%

- 3.4. The results show that the current car parking provision can support the loss of spaces during the construction stages. A more detailed count carried out on a daily basis over a one week period matches the average monthly figures.
- 3.5. KGVH car park is a private car park during office hours Monday to Friday. Outside of these hours the car park is open to the public to park free of charge; this includes free parking on Saturdays.
- 3.6. The Civic Centre car park, which is conveniently located for the Council offices and the library, is in close proximity to KGVH car park.
- 3.7. The above recommendations provide the Council with flexibility to be proactive in addressing the parking needs of the town during the construction of the CLC and to make changes when the parking trend requires it. This enables the parking provision to continue to support short stay visitors during the construction of the CLC with minimal inconvenience.
- 3.8. In the first instance the aim is to make KGVH car park available for blue badge holders and permit holders once construction commences on CLC. The car park can then be opened to the wider public once the OSPPO has been amended and parking pressures require it.
- 3.9. A plan of action that may be implemented at each phase of construction depending on parking needs and change in parking trend is provided at Appendix B.
- 3.10. To enable the pay and display element of the car park to be implemented quickly should the need arise. It is recommended that the payment option to purchase parking is provided via mobile phone payments; currently this is provided by RingGo in all CDC car parks. The aim would then be to install the pay and display machine from the Civic Centre car park.
- 3.11. The recommendation to restrict the disabled bays to a maximum stay of three hours is to ensure sufficient turnover on the bays to enable availability of space for short stay customers. Blue badge holders may also park in the standard public parking bays without restriction on time.
- 3.12. Similar, with the recommendation to segregate a section of the car park for permit holders; this will protect the availability of space for tenants of KGVH whose lease includes parking provision.
- 3.13. It is envisioned permit holders will also be able to park in the main public parking area, as this allows flexibility within the car park, and enables the car park capacity to be maximised.
- 3.14. Following closure of the Civic Centre car park the remaining car parks will continue to be monitored to assess usage and determine whether KGVH car park needs to be made available as a pay and display car park.
- 3.15. Should parking pressures require KGVH car park to become a pay and display car park, usage will be closely monitored, including the number of permit holders to ensure adequate ratio of permit to customer parking.

4. Consultation

- 4.1. The recommendations if agreed by Cabinet will be publically consulted on with notices in the local press/car parks and a Notice being sent to Bucks County Council, as the highway authority, and Thames Valley Police, to make comments and/or objections.

5. Options (if any)

- 5.1. Refrain from proposing an amendment to the OSPPO to introduce public parking in KGVH car park other than that which is already in place.

6. Corporate Implications

6.1. Legal

To be able to enforce recommendations proposed for KGVH there is a requirement to amend the OSPPO; this is subject to a statutory consultation process.

6.2. Finance

Costs associated with the above recommendations are set out in Table 2.

Table 2

Expenditure (one off payments only)	Cost
Statutory Notices (advertising of)	£5,000
Tariff Board	£ 500
Lines & Signs	£2,095
Exp. Total	£7,595

7. Links to Council Policy Objectives

- 7.1. The car parking provision contributes to the vitality of the area and supports economic growth.

Key objectives available here:

<http://www.chiltern.gov.uk/Aims-and-Objectives>

<http://www.southbucks.gov.uk/aims-and-objectives>

8. Next Steps

- 8.1 If Cabinet agrees the recommendations, officers will commence statutory consultation on the proposals.