

MEETING	Environment PAG
SUBJECT	South Bucks Car Parks Review
REPORT OF:	<i>Councillor Luisa Sullivan</i>
RESPONSIBLE OFFICER	Chris Marchant Head of Environment
REPORT AUTHOR	<i>Julie Rushton, ext. 6877 jrushton@chiltern.gov.uk</i>
WARD/S AFFECTED	<i>All South Bucks</i>

1. Purpose of Report

To consider options for amending the off street parking order to maximise the availability of parking space and improve parking in the District.

2. Recommendations

2.1 That Cabinet proceed with the following options:

Beaconsfield

- a) Amend the 8 hour tariff across all Beaconsfield car parks to 9 hours.

Gerrards Cross:

- b) Introduce a 9hr tariff on Packhorse Road and Station Road car parks.

All Car Parks (proposed for 2018/19)

- c) Introduce new car park charges as outlined in Appendix A.
- d) Restrict season tickets to residents, local businesses and local workers.
- e) Increase season ticket prices for Burnham and Farnham Common to maintain daily charge versus season ticket cost ratio.
- f) Amend season ticket refunds so the higher charge is applicable and return full calendar months only.

2.2 That subject to Cabinet agreeing the options at 2.1 the Head of Environment be authorised to publish the necessary statutory Notice of proposed Amendments to the Off Street Parking Places Order.

2.3 That, if no valid objections are received in response to publication of the Notice, the Director of Services be authorised to make and publicise the necessary Amendment Order.

2.4 That if valid objections are received in response to publication of the Notice, 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.

Reason for Recommendations

There is a requirement to regularly review the car park estate to ensure the parking supply, along with restrictions and associated tariffs, continually support the local community.

3. Content of the Report

3.1 Review of parking charges

Charges were last increased in April 2017, with the majority of tariffs increasing by 10p. This is with the exception of Gerrards Cross where the increase in charges were temporarily placed on hold due to the multi-storey car park project for Station Road. Prior to April 2017, tariffs were increased across all SBDC car parks in 2014 and five years previously in 2009.

Car park charging contributes to the Council's revenue income by supporting parking operations and enabling the Council's aims in relation to parking management to be achieved. These aims are set out at Appendix B.

Structured charging also enables us to maximum the availability of space to support all user groups, giving priority to short stay customers where parking is limited.

In addition, the revenue derived from car parking contributes towards car park estate investment, particularly in relation to developing car parks to address supply and demand issues and increase car parking capacity, where appropriate.

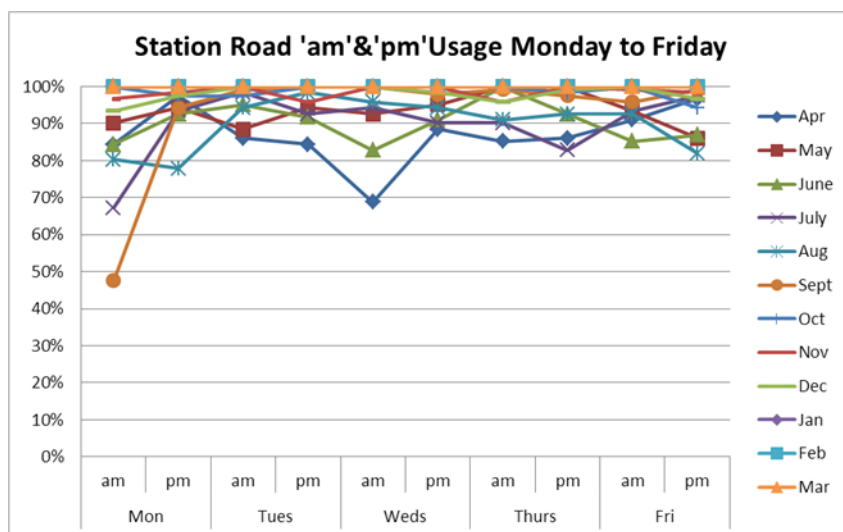
To enable the car parks to continue to be effectively managed and to provide investment for future car park development, new charges have been proposed at Appendix A.

Members will note that across the long stay car parks in Gerrards Cross an additional 9 hour tariff has been proposed. The reasons for this proposal are outlined below:

- There are three council car parks in Gerrards Cross. These provide a total of 221 parking spaces including 14 disabled bays. The charging periods for the car parks range from £1.20 for up to one hour, to £6.50 for 24 hours.
- In 2015, Tesco introduced waiting restrictions on their car park on Packhorse Road. This prohibits commuters from parking all day. More recently, Chiltern Rail increased their daily parking tariff at Gerrards Cross Rail Station car park to £8.50. Because of these changes, the demand for parking in Gerrards Cross, particularly on the Council's Station Road car park has considerably increased.
- Based on April to November 2017 ticket sales for Station Road, 90% of car park users are long stay customers. As this user group is mainly the first to arrive on the car park on any given day, short stay customers arriving later in the day are experiencing difficulties trying to find a car parking space.

- The survey results showing 'actual' usage on Station Road car park can be seen in Table 1. Members will note that on most days the car park is operating at full capacity

Table 1



- The introduction of a 9 hour tariff across Gerrards Cross long stay car parks will provide differential charging between parking for local workers and longer term parking.
- To reduce the immediate parking pressures, a number of bays on the car park are due to be designated one hour short stay parking bays only (delegated authority to Head of Environment to implement - Cabinet 11.10.16 Minute ref 22).

The differential charging structure introduced in Beaconsfield in April 2017 for long stay customers is working well and more space is available for short stay customers. However, a large number of parking spaces are still occupied by long stay customers. The proposed charges seek to provide more availability of space for short stay customers to help support the vitality of the towns and villages.

To support local workers and ensure the majority are able to park at the lower long stay tariff, it is proposed that the 8 hour tariff in Beaconsfield car parks is amended to 9 hours.

Preparatory work by officers before making these proposals included a review of neighbouring authority charges and the results are attached at Appendix C. This shows that the proposed new short stay charges for South Bucks are reasonable when compared to most of the neighbouring authorities. Similarly, the all day charges are reasonable when compared with other districts.

Additional parking charge options considered

Consideration was given to proposing a long stay tariff above the station car park tariffs in Beaconsfield and Gerrards Cross. However, in doing so there is a danger of displacement to unrestricted parts of the highway, thus causing congestion and

inconvenience to road users. It also penalises some residents who are also commuters.

In April 2017, the charging period across SBDC car parks was changed from 08:00-18:00 to 08:00-20:00. As part of this review, consideration was given to extending the charging period from 20:00 to 22:00. However, when benchmarking against neighbouring authorities it was found that only a minority charge beyond 20:00. A survey of neighbouring authorities and their charging periods can be found at Appendix D. Further, it was found that extending the charging periods beyond the existing times could impact on local residents, particularly where residents have nowhere else to park; for example, residents of the apartments adjacent to Altons car park, Beaconsfield, and Station Road car park, Gerrards Cross.

Consideration was also given to starting the daily charging time half an hour earlier i.e. from 08:00 to 07:30. However, research shows that this was previously changed to 08:00 to prevent longer stay customers from taking the majority of the parking spaces in the car parks.

To provide more flexibility for customers, the option of a 30 minute tariff was considered. However, a review of historical reports shows that this tariff was previously in place across all car parks until it was removed in April 2012 (Cabinet 07.02.12 Minute ref 62). This is with the exception of Summers Road and Jennery Lane car parks (Burnham) and The Broadway car park (Farnham Common). The latter two car parks still have the tariff in place, whereas Summers Road was removed in October 2015 when the one hour free parking scheme was introduced. Abolishing the 30 minute tariff increased income by £95,000.

3.2 **Season Tickets**

Season tickets may currently be purchased by any individual wishing to use this option to park in SBDC's car parks (subject to car park capacity and availability). This is regardless of residential status, or area of employment. To support each community area at a local level it is suggested that season tickets be restricted to residents, local businesses, and local workers.

A breakdown of the season tickets currently valid for South Bucks can be seen in Table 3.

Table 3

	Local Resident	Local Business/Worker	Unknown	Total
Beaconsfield				
Altons	4	62	4	70
Pencncroft	1	25	0	26
Warwick Road	0	3	0	3
Burnham				
Jennery Lane	1	0	4	5
Summers Road	0	0	8	8
Neville Court	1	7	1	9
Farnham Common				
The Broadway	1	14	4	19
Gerrards Cross				
Station Road	2	13	3	18
Packhorse Road	1	3	0	4
Bulstrode Way	0	3	0	3
Totals	11	130	24	165

In order to purchase a season ticket it is expected that evidence of residency/local working would be required. For residents, this would be evidence they reside in the District of South Bucks; for business owners, evidence of business ownership; and for local workers, a supporting letter from their employer, or any other document that provided evidence of their place of work would suffice.

To maintain a daily charge versus season ticket cost ratio without affecting local market value, the proposal is to increase season ticket prices in Burnham and Farnham Common. The proposed charges, alongside the existing charges, can be seen in Table 4. The expected increase in income based on the proposed charges is £3,000

Table 4

		3mth		6mth		12mth	
		Current Cost	Proposed Cost	Current Cost	Proposed Cost	Current Cost	Proposed Cost
Burnham							
	Jennery Lane	107	133	202	250	379	468
	Neville Court	53	72	101	135	189	254
	Summers Road	107	133	202	250	379	468
Farnham Common							
	The Broadway	73	94	138	177	258	332

There is no proposal to increase season ticket charges in Beaconsfield and Gerrards Cross, as the current prices are in line with market value for the individual areas. Current prices are provided at Appendix E

On occasion, season tickets are cancelled and refunds are required. Currently, the refund is calculated pro rata for the unused days. The recommendation is for unused whole months only to be refunded and for the used months to be charged at the higher rate. For example, if a twelve month permit is issued and the permit is cancelled after three months, the three month charge would apply.

4. Consultation

The proposals if agreed by Cabinet will be published in the local press/car parks and a Notice will be sent to Bucks County Council as the highway authority, Thames Valley Police, and affected Town and Parish Councils, who will have the opportunity to make comments and/or objections.

5. Options

Members are asked to review the recommendations above and advise the Portfolio Holder how they wish to proceed.

6. Corporate Implications

6.1 Financial

Costs associated with the recommendations are set out in Table 5. Also provided is the expected additional income should the recommendations be implemented

Table 5

Expenditure (one off payments only)	Cost
Statutory Notices (advertising of)	£9,000
Configure pay and display machines	£840
Update tariff boards	£1,262
Exp. Total	£11,102
Additional Income forecast	
P&D	£93,075
Season Ticket	£ 3,000
Inc. Total	£96,075
Net additional income:	
Year 1	£84,973
Year 2 (onwards)	£96,075

6.2 Legal

Implementing the recommendations will require an amendment to the Off Street Parking Places Order and is subject to a statutory consultation process

7. Links to Council Policy Objectives

SBDC's car parks contribute to the Council's medium term aim of planning for a thriving and sustainable South Bucks, with vibrant towns and villages.

This matter also contributes towards the Council's aim to deliver value for money services that are driven by customer and community needs.

8. Next Steps

If Cabinet agrees the proposals, officers will commence the statutory consultation process and deal with any objections in consultation with the portfolio holder.

Background Papers:	Train Station Charges
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