

MELTON ENVIRONMENTAL & ECONOMIC AFFAIRS COMMITTEE

1st NOVEMBER 2017

REPORT OF HEAD OF COMMUNITIES & NEIGHBOURHOODS

CAR PARK ANALYSIS

1.0 PURPOSE OF REPORT

- 1.1 To provide members with an update on car park usage since the car park tariffs and delegations were made in 2016/17 and to furthermore seek member guidance on the 'free' car parking provision introduced as a pilot in 2016/17.

2.0 RECOMMENDATIONS

2.1 It is recommended that the Committee:

- (i) Note and comment on the car park usage presentation attached as Appendix A.
- (ii) Provide guidance on whether to continue with the 'free' car parking pilot provision introduced in 2016/17 taking into account the financial implications.

3.0 KEY ISSUES

- 3.1 Members at their ad hoc meeting of 17 March 2016 approved a range of car park tariff changes and other designations these included:

- New charges for short and long stay car parks
- Introduced free 20 min parking at St Mary's in 9 spaces
- Re-designated part of Burton Street car park to short stay
- Removed 1 hour tariff at Mill Street
- Introduced monthly season tickets (6 month and 1 year also retained)

- 3.2 Attached as Appendix A is a short presentation showing the usage since those changes and where possible comparisons prior to the changes.

3.3 Members will note that the key summaries are:-

- Income increased in 2016/17 from 2015/16
- The number of actual ticket sold was only slightly down and in regards to short stay actually increased. The figures are higher than projected in the modelling, indicating that the increased income is not solely due to the price changes
- Income during 2017/18 is slightly lower than in 2016/17
- Ticket sales are slightly lower in 2017/18 compared to 2016/17.
- The number of 'free' tickets has significantly increased in 2017/8 compared to 2016/17 and continues to increase.
- The re-designation of part of Burton Street into short stay has proved positive and provides short stay coming from that side of the town.

- The change to Mill Street Car Park has seen a positive uptake of tickets purchased.
- The Tuesday Tariff plays a significant part in contributing to the overall car park income.
- There has been an increase of seasonal tickets purchased.

3.4 Free Parking

There are 118 spaces available at St Marys Way Car park. 6 are disabled bays, 9 are free spaces for 20 mins and 103 are regular spaces.

8% of the available spaces are free to use Wednesday - Monday for 20 minutes, 20 pence on Tuesdays.

The use of the free spaces at St Marys Way has currently increased by 52% from 2016/17 to 2017/18 and continues to increase.

The loss of income, over the full year, due to the free spaces is estimated at £36k. This has been calculated by multiplying the number of tickets sold by the next lowest tariff

Members originally introduced this as a pilot and are asked to consider whether this should continue and are asked to note that there are other on street care parking is provided free of charge available to enable visitors to park for a very short period for a one-item purchase.

4.0 POLICY AND CORPORATE IMPLICATIONS

4.1 There are clear links to some of the priorities in the Corporate Plan specifically:

- o Promoting a vibrant and sustainable economy, focused on growth and prosperity
- o Developing a thriving Melton Mowbray town centre that is the heart of the Borough

5.0 FINANCIAL AND OTHER RESOURCE IMPLICATIONS

5.1 The total income from Car Parks is just below £700k p.a. over the years the council spent considerable budgets on improving the car parks to a decent standard

5.2 Members will be aware that whilst the 2017/18 budget has been successfully balanced, the finance settlement sets out significant reductions in Revenue Support Grant which is then phased out completely. As such the current approved MTFs is indicating a shortfall in its general fund revenue budget of up to £900k to 2019/20

5.3 Plans are being developed to invest in some of the issues identified in the strategy such as RinGo (pay by mobile phone) and signage until such time as this may need to be reviewed in the future. Future capital programmes contain a number of required improvements works in later years that will require funding and with the shortage of alternative capital resources this will provide much welcome funding..

5.4 After expenditure on car parking any surplus on the car parking account can be utilised to fund expenditure on other transport related matters, environmental improvement including maintenance of amenity land and recreational facilities thereby reducing the burden on the general taxpayer. As such car parking income provides a important source of funding for

the provision of such services

6.0 LEGAL IMPLICATIONS/POWERS

6.1 Any changes to car parking orders (CPO) will require a period of consultation prior to making the CPO amendments.

7.0 COMMUNITY SAFETY

7.1 There are no Community Safety issues arising from this report.

8.0 EQUALITIES

8.1 A full Equalities Impact Analysis was completed as part of Car and Coach Parking Strategy (2015), there are not considered to be any direct equality issues arising from this report, since there are a range of charging options which will remain available to cater for the widest needs of local car park users.

9.0 RISKS

The risks identifies below are the potential outcomes should this report not receiving member support.

9.1

L I K E L I H O O D	A	Very High				
	B	High				
	C	Significant		1		
	D	Low				
	E	Very Low				
	F	Almost Impossible				
			Negligible 1	Marginal 2	Critical 3	Catastrophic 4
			IMPACT			

Risk No	Risk Description
1	Members retain the free car parking provision

10.0 CLIMATE CHANGE

10.1 There are no direct implications or impacts resulting from, this report

11.0 **CONSULTATION**

11.1 No direct consultation has been carried out in regards to the proposed change suggested by this report.

12.0 **WARDS AFFECTED**

12.1 All

Contact Officer H Rai
Date: 24/10/17

Appendices : Appendix A- Presentation on car parking usage

Background None
Papers:

Reference : X : Committees\MEEA\2017/18\011117\HR-car park