

CARLISLE CITY COUNCIL**Report to:- CARLISLE CITY COUNCIL****Date of Meeting:- 27th APRIL 2004****Agenda Item No:-**

Public	Policy	Delegated: Yes
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Accompanying Comments and Statements	Required	Included
Environmental Impact Statement:	No	No
Corporate Management Team Comments:	No	No
Financial Comments:	No	No
Legal Comments:	No	No
Personnel Comments:	No	No
Impact on Customers:	Yes	Yes

Title:- PETITION - SANDS CAR PARK

Report of:- HEAD OF COMMERCIAL & TECHNICAL SERVICES

Report reference:- CTS 06/04

Summary:-

A petition has been received from staff employed at Eden Bridge House objecting to the recent change in status of the Sands Car Park from long stay to short stay. This report outlines the reasons for the change in status and comments on the issues raised by the petitioners, all of which were considered by the Executive when considering this matter in November 2003.

Recommendation:-

It is **recommended** that the Executive considers the issues raised by the petitioners.

Contact Officer: Keith Poole**Ext:** 5101**K Poole**

Service Development Manager

14 April 2004

Note: in compliance with section 100d of the Local Government (Access to Information) Act 1985 the report has been prepared in part from the following papers: CTS 26/03

PETITION – SANDS CAR PARK

1.0 INTRODUCTION

- 1.1 On 7th April 2004 a petition was received from the Branch Chair of Carlisle PCS representing staff working at Eden Bridge House. The petitioners are objecting to changes introduced on 1st April at the Sands Car Park which changed the car park from long stay to short stay. A copy of the petition is attached for information on the concerns of the petitioners who wish to speak at Council.
- 1.2 This report has been prepared to give Members background information on the car park changes and how it was envisaged they would affect car park users.

2.0 CAR PARK CHANGES

- 2.1 On 4th November 2003 the Executive considered report CTS 26/03 which set out a number of options for revised car park charges for 2004/5. A copy of the report is attached in the Appendix together with an extract of the minutes of the meeting of the Executive.
- 2.2 Having considered the report, the Executive rejected many of the options but agreed to the changes set out below:-
1. That the following options be recommended as part of the Budget process for 2004/05 for car parking charges:-
 - (a) increase long stay charges for stays over three hours ,
 - (b) change Sands Car Park from long stay to short stay status
 - (c) that the existing charging policy for special events using the car parks be retained.
- 2.3 This decision was subsequently agreed at Council and the necessary legal procedures were implemented and the changes were implemented on 1st April 2004.
- 2.4 The proposed changes generate extra income but they also support the Local Transport Plan which will greatly assist the County Council in obtaining central government funding for major transport improvements in the City. As the petitioners point out, it would have been desirable if alternatives to the use of the car such as park and ride had been available by now. However, it is likely to be several years before facilities are in place. It is considered that the present changes will not have

any adverse effect on the transport situation in the City, but it is unlikely that any further changes in car park status can be made until Park and Ride is in place. It is not clear if DEFRA has a Green Transport Plan in place for employees within Eden Bridge House.

- 2.5 As set out in report CTS 26/03, it was envisaged that the changes to the Sands Car Park would affect those users who park for longer than 4 hours. Below stays of 4 hours the charge in long stay and short stay car parks are the same. Surveys in the past have indicated that the vast majority of shoppers fall into this category. For those users staying longer than 4 hours the changes will result in higher charges for those wishing to continue to park at the Sands. The table below gives a comparison of the charges:

Car Park Charges

Duration of Stay	Short Stay	Long Stay
Up to 1 hr	0.70	0.70
1-2 hrs	1.40	1.40
2-3 hrs	2.00	2.00
3-4 hrs	2.50	2.50
4-6 hrs	5.00	3.00
6-9.5 hrs	5.00	3.50

It is envisaged that many drivers, particularly commuters, who work in the City will seek out other long stay car parks rather than pay the increased charges in the Sands. The most likely alternatives to use are Devonshire Walk Car Park and Lower Viaduct Car Park. For comparison purposes walking distance from Eden Bridge House to the Sands is 370m and to Devonshire Walk the distance is 700m. The extra distance of 330m is not considered to be a significant increase. The petitioners raise safety concerns about the route to Devonshire Walk. It is considered that these concerns are unfounded as the Council has recently invested considerable funds to improve safety on Devonshire Walk. A second CCTV camera is being installed, lighting has been improved and perimeter fencing has been installed. These measures should be sufficient to ensure that the car park receives a secured car park award when it is inspected in a few weeks time. The routes to Devonshire Walk are well used, well lit and have CCTV surveillance. The crime and disorder statistics do not indicate any problems along the route.

- 2.6 Should the Executive decide to reinstate the Sands Car Park to a long stay designation then the appropriate consultation and amendments to the Order would

be required. In addition, there would be an estimated reduction of income of approx. £70,000.

3.0 **RECOMMENDATIONS**

- 3.1 It is **recommended** that the Executive considers the issues raised by the petitioners.

M Battersby

Head of Commercial & Technical Services



Public and
Commercial
Services Union

CARLISLE PCS BRANCH

Appendix A.

Chief Executive
Carlisle City Council
Civic Centre
Rickergate
Carlisle
CA3 8DX

7 April 2004

Dear Sir

Sands Centre Car Parking

I am writing on behalf of the branch members and staff of the Rural Payments Agency (RPA) based at Eden Bridge House, concerning the change of the Sands car park into 'short-stay'.

We are very disappointed and angry with this change, as it has a considerable negative effect on the staff at this office. Around 50% (175) of staff used this car park, some paying on a contract basis and the others (part-time staff) on a daily basis. Whilst we fully support any initiatives to encourage people to use public transport, or park-and-ride schemes so reducing the congestion within the city, we must question and oppose the Council's decision.

Firstly, to increase the cost of parking in the Sands can only add to the congestion in the city. The increase in the daily parking rate in the Sands now matches the recently-refurbished Lanes car park and the other short-stay parks closer to the office. As a result I am sure far more people (especially the numbers entering the city from the north and east) will come further into the city, either to find more convenient short-stay parking or to seek out the remaining long-stay car parks, thus increasing traffic congestion and inner-city pollution. (In fact, this is what our members are doing – they are switching from the Sands to closer car parks including the Iceland car park and the Lanes in response.) The Sands is an 'open-air' car park, whereas the Lanes is covered; a major consideration in rainy and icy weather. The Sands is also further from the shops, and shoppers would have to lug shopping (and kids) a greater distance.

There is also a health and safety issue involved. During the dark nights the female members of staff felt relatively safe using the Sands, as it was a busy car park with people coming and going all the time from the Sands Centre. In contrast,

Carlisle PCS Branch
Eden Bridge House
Lowther Street
Carlisle CA3 8DX

Devonshire Walk (one of the other option long-stay parks) is much quieter and secluded; consequently our female staff feel much less safe.

If the Council, through this policy are trying to go for the green option, then policies first need to be put in place to give people that option. This can be done by park-and-ride schemes from the city boundaries, and improving the bus services to outlying areas, as yet these do not exist. Many of our staff live within the rural areas and currently do not have the option of using public transport and therefore rely on their car for the journey to work. For example, the service from Irthington is something like one bus on three days of the week only. We doubt that green issues are behind this; otherwise the Civic Centre staff that currently enjoy free parking in the Swifts would also be subject to paid parking as an encouragement not to use their cars.

We believe that the driving motive behind this change appears to be the generation of more income for the Council and nothing to do with the pursuit of green policies and the reduction of the city's congestion problems.

We trust that the Council will reconsider this decision in the light of the strong feelings of many of its 'disenfranchised' constituents.

Yours faithfully

Branch Chair

Cc: Eric Martlew MP



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REPORT TO EXECUTIVE

PORTFOLIO AREA: ENVIRONMENT, INFRASTRUCTURE AND TRANSPORT

Date of Meeting: 27TH OCTOBER 2003

Public

Key Decision: Yes

Recorded in Forward Plan: Yes

Inside Policy Framework

Title: CHARGES REVIEW 2004/2005 - CAR PARK CHARGES
Report of: HEAD OF COMMERCIAL AND TECHNICAL SERVICES
Report reference: CTS 26/03

Summary:

Following a review of existing car park charges, this report sets out details of the proposed charges for 2004/5.

Recommendations:

1. The Executive is asked to agree the amended charges as set out in Section 1.4 of this report with effect from 1st April 2004.
2. The Executive retains the existing charging policy for special events using the car parks.

Contact Officer: Keith Poole

Ext: 5101

Note: In compliance with section 100d of the Local Government (Access to Information) Act 1985 the report has been prepared in part from the following papers: None

1. BACKGROUND INFORMATION AND OPTIONS

- 1.1 The City Council is required to review its car park charges annually and in so doing strives to balance a range of features. These relate to income, contribution to the Local Transport Plan for Carlisle and maintaining the economic vitality of the City Centre. A number of options have been considered as discussed below and the suggested charge increases are set out in Section 1.4 of this report.

1.2 Options considered

(a) Do Nothing

In 2002/03 the increases made in car park charges equated to a 10% average increase. This was considerably more than inflation which was 2½%. Data collected from other local authorities in the North shows how the existing car park charges in Carlisle compare with other authorities. (See Appendix attached.)

The data shows that existing charges in Carlisle are broadly in line with other areas. In view of the increases made last year Members may wish to consider leaving parking charges unchanged. This option will obviously not recover the inflation allowance which would have to be funded from other sources and will not help meet the targets set in the Local Transport Plan.

(b) Sunday Charging

In 2002/03 a £1.00 daily charge was introduced for the first time in Carlisle for Sunday parking. It was estimated at that time that an annual income of £28,000 would be generated in a full financial year. An analysis of income received between 1st April 2003 and 31st July 2003 indicates that total income for 2003/04 is likely to achieve or slightly exceed this estimate.

At the time that Sunday charging was introduced concerns were expressed that the introduction of a Sunday Parking charge may discourage Sunday shopping. From discussions with management of The Lanes it is apparent that no reduction in Sunday shopping has occurred, in fact an increasing number of people are visiting the City on a Sunday.

An option is to increase the Sunday charge to match the normal weekday rate. This would result in additional income of £22,000.

This increase could, however, adversely affect Sunday training which is at present continuing to grow. The increased charge would also adversely affect Church congregations in the City Centre.

(c) **Evening Charging**

At the present time, car parking charges apply only from 8.30 a.m. to 6 p.m. Outside these hours parking is free. An option exists to amend the charging hours so that parking charges are levied until 8.30 p.m.

It is estimated that this change would generate additional annual income of **£50,000** for evening charging, Monday to Saturday.

It is likely that objections would be received from those operating Leisure and Recreation facilities if such a policy was introduced as it may discourage visitors to these premises in the evening.

(d) **Charging for Staff Parking**

At the moment CHA receive some parking permits at the Swifts Car Park which are likely to be terminated in March 2004. Discussions are ongoing with CL Ltd. regarding parking charges but the level of income is likely to be modest.

e) **Increase Long Stay Car Park Charges for Stays over 3 hrs**

Analysis of Ticket sales in The Lanes Car Park and City Council Car parks has shown that most shoppers stay for less than 3 hours. In order to continue to support the Transport policies set out in the Local Transport Plan, which are to discourage Long stay parking, while at the same time not discouraging shoppers and visitors, it is suggested that Long stay parking charges for stays over 3 hours be increased. The suggested scale of charges is set out below.

LONG STAY PARKING			
Duration of Stay		Existing charge	Proposed charge
Up to	1 hour	0.70p	0.70p
	1 to 2 hrs	£1.40	£1.40
	2 to 3 hrs	£2.00	£2.00
	3 to 4 hrs	£2.00	£2.50
	4 to 5 hrs	£2.50	£3.00
	5 to 6 hrs	£2.50	£3.00
	Over 6 hrs	£3.00	£3.50

It is estimated that these changes will generate an additional £76,000.

(f) **Contract Parking Charges**

If a decision is made to increase the Long Stay charges as set out above then corresponding % increases could be made in the contract parking charges. The over 6 hour charge above is increasing by 16%, a similar increase in the contract parking charges would see the 5 day permit increase from £420 to £480 and the 6 day permit from £528 to £612. Implementing these changes are estimated to generate additional income of £8000. However, to minimise the effect of the increased charges in (e) above for stays over 6 hours the contract charges could remain unchanged. A concern relates to employees in the City Centre in the absence of suitable transport choices at this time.

(g) **Changing Long Stay Car Parks to Short Stay**

As part of the Local Transport Plan (LTP) which the County Council produces as part of its bid to Central Government for transport funding, it was agreed that efforts would be made to reduce the amount of Long Stay parking. In previous years the introduction of Disc Parking Zones has helped to achieve this. It is likely later in 2003/04, that a further Disc Parking Zone will be introduced in the Greystone Rd / Warwick Rd area which will again help to reduce the amount of space available for commuter parking. After this the scope for further increases in the number of Disc Zones appears limited.

Any further reduction in the amount of Long Stay parking will have to come from a reduction of Long Stay spaces on car parks.

To further reduce Long Stay spaces and perhaps generate more income The Sands Car Park could be changed from Long Stay to Short Stay. Based on existing rates, users staying for up to 3 hours will still pay the same charge. Those staying more than 3 hours (commuters) would be required to pay the higher Short Stay charges. It is estimated that this charge would generate extra income of £70,000 as well as meeting the Transport targets set out in the LTP. Commuters unhappy with the higher charges have the option of using Devonshire Walk Car Park. This change may free up space on The Sands for shoppers if commuters moved to Devonshire Walk.

(h) **Car Park Security - CCTV Monitoring**

A number of years ago Car Park funding was used to provide CCTV cameras on 7 Car Parks as part of the Secured Car Park initiative to reduce car crime.

Since then further cameras have been provided so that 9 Car Parks are now covered by CCTV. The Car Parks covered are:-

Cecil Street	Lower Viaduct
William Street	Civic Centre
The Sands	Devonshire Walk
The Swifts	Town Dyke Orchard
Upper Viaduct	

When the CCTV scheme was initially installed a revenue allocation was made to cover the cost of maintaining and monitoring the system which at that time included Car Park and City Centre cameras. Over the last 2 to 3 years Home Office funding has been provided to provide a considerable number of additional cameras. The system has now grown to the stage where there are now 52 pan and tilt cameras and 15 fixed cameras being monitored and this number continues to increase.

The existing staffing arrangements for monitoring are no longer sufficient and therefore additional resources are required to ensure that 2 members of staff are available in the control room during peak hours. As outlined in the CCTV Annual Report (see Report CTS 17/03) a one off revenue allocation of £30,000 has been made for 2003/04 to enable these additional monitoring resources to be provided.

For 2004/05 and future years it is suggested that the sum of £35,000 should be considered from the Car Park budget to cover the cost of monitoring the 9 cameras on Car Parks. This policy has already been adopted with the cameras provided by CHA on Housing Estates. CHA meet the cost of maintaining these cameras. Similarly, The Lanes have been asked to contribute towards the cost of monitoring the cameras around their development. These costs could be funded from the income generated from the increased charges. A separate budget bid has been submitted for this funding.

(i) **Charging for Special Events**

The Head of Economic and Community Development has requested that consideration be given to removing the charges levied for holding Council organised events on car parks. During 2004/5 the events listed below are likely to be held on car parks and income as shown should be generated.

Detail of Event	Income
Spring Flower Show	£54.00
Carlisle Carnival	£54.00
Carlisle Fireshow	£360.00

If the existing policy of levying a charge is to be amended then car park income of £468 would be lost.

The current Council policy is to charge organisations wishing to use Council car parks for other events to reflect an estimate of loss of average income. The Executive may wish to consider amending the existing policy for Council use. Private operators may have a view on this issue, as may Carlisle Leisure Ltd. and the number of events may increase.

1.3 Summary of Proposed Changes

The table below summarises the income that it is estimated can be generated by the various options.

CAR PARK CHARGING OPTIONS 2004/05		
No.	Option	Estimated Income (£)
a.	Do Nothing	0
b.	Sunday charging rate to match weekdays.	£22,000
c.	Evening charging (Monday to Saturday)	£50,000
d.	Charging for Staff Parking	0
e.	Increase Long Stay charges for stays over 3 hrs	76,000
f.	Increase Contract Charges	8,000
g.	Change Sands Car Park from Long Stay to Short Stay status.	70,000
h.	Car Park Security. To improve CCTV monitoring.	- £30,000
i.	Not charging for Special Council Events	- £500

1.4 Proposed Increases/Changes

It is proposed that the increases set out above in 1.1(e) and 1.1(g) above be implemented. These are:

(e) Increase long stay charges for stays over 3 hours as set out in Table in 1.1.(e). Income generated £76,000.

(g) Change the Sands Car Park from Long Stay to Short Stay. Income generated £70,000.

For information, details of the existing charges are attached as an Appendix.

1.5 **Summary of Income Forecasts**

The current and forecast income levels are as follows:

Service	Original Estimate 2003/04	Revised Estimate 2003/04	Estimate 2004/5	Variation
Short stay car parking	459,600	498,600	752,520	
Long Stay car parking	678,800	704,800	556,880	
Penalty Charges	110,600	110,600	110,000	
Contract Parking	49,860	49,860	50,500	
Miscellaneous	81,400	81,400	51,400	
Total	1,380,300	1,445,300	1,561,300	+ 13.1%

- The revised forecast income for the current financial year reflects an increased income of £65,000 from that originally budgetted, which is primarily as a result of increased usage.
- The forecast income levels for 2004/5 reflect an increased income of £181,000 (+13.1%) from the original projections for 2003/4. These assume the proposals set out in para 1.4 are accepted and also, in miscellaneous, show the loss of £30,000 caused by CHA moving location and the associated staff parking income.
- The miscellaneous income also includes projections for the car park extensions for Town Dyke Orchard and Bitts Park where the statutory approvals are still being sought.
- The above figures do not include the non-City Council car parks (William Street) which is managed by the Council on behalf of Cumbria C.C. where the amended charges will apply.

1.6 It should be noted that none of the proposals include for the increase in penalty charges which is being kept in line with those applied 'on-street'.

2. CONSULTATION

2.1 Consultation to Date.

Consultation has taken place with the City Centre Retailers and Donaldsons, the managing agents of the Lanes.

They support the recommendations set out in this report.

2.2 Consultation proposed.

Overview and Scrutiny will be consulted as part of the budget process. The County Council will be consulted on the proposals approved.

3. RECOMMENDATIONS

3.1 The Executive is asked to agree the amended charges as set out in Section 1 of this report with effect from 1st April 2004.

3.2 The Executive retains the existing policy for special events using the car parks.

4. REASONS FOR RECOMMENDATIONS

4.1 To ensure that the City Council's Corporate Charging Policy is complied with. In addition, the proposals support the Local Transport Plan for Carlisle.

5. IMPLICATIONS

- **Staffing/Resources** – There are no staffing implications related to the proposed charges.
- **Financial** – The Head of Finance has been consulted in the preparation of this report.
- **Legal** – any amendments to car parking charges will be advertised prior to any legal orders being made.
- **Corporate** – The recommendations have been made in support of the Corporate Charging Policy.
- **Risk Management** – Whilst the increased income projections are considered to be realistic, there is no absolute guarantee that they can be achieved.
- **Equality Issues** – No equality issues are apparent.

- Environmental – The proposals support the Local Transport Plan which aims to promote alternative means of transport.
- Crime and Disorder – The proposal to improve the monitoring of CCTV will support the work of the Crime and Disorder Reduction Partnership.

Appendix

COMPARISON OF CAR PARK CHARGES IN OTHER NORTHERN TOWNS

The enclosed information gives details of the existing Car Park charging policies in other towns. It should be noted that many of these Authorities are likely to be undertaking charging reviews as part of their annual budget considerations.

LONG STAY CHARGES							
Duration of Stay	Carlisle	Barrow	Eden (Penrith)	Allerdale Keswick	South Lakes (Kendal)	Copeland (Whitehaven)	Newcastle (Civic Centre)
0 - 1 hr	0.70	0.70	0.60	2.00	0.70	2.50	0.70
1 - 2 hrs	1.40	1.40	0.60	2.00	1.30	2.50	1.40
2 - 3 hrs	2.00	2.10	1.20	2.00	2.00	2.50	2.10
3 - 4 hrs	2.00	4.00	1.20	2.70	3.00	2.50	2.80
4 - 5 hrs	2.50	4.00	2.50	3.70	4.00	5.00	3.50
5 - 6 hrs	2.50	4.00	2.50	3.70	4.00	5.00	4.20
Over 6 hrs	3.00	4.00	2.50	3.70	4.00	5.00	4.90

SHORT STAY CHARGES						
Duration of Stay	Carlisle	Barrow	Eden (Penrith)	Allerdale Keswick	Copeland (Whitehaven)	Newcastle (Civic Centre)
0 - 1 hr	0.70	0.70	0.60	0.80	0.80	0.90
1 - 2 hrs	1.40	1.40	1.20	1.45	0.80	1.80
2 - 3 hrs	2.00	2.10	Max Stay 2 hrs	2.00	1.00	2.70
3 - 4 hrs	2.50	Max Stay 3 hrs		2.60	1.30	3.60
4 - 5 hrs	5.00			6.00	2.50	4.50
5 - 6 hrs	5.00			6.00	2.50	5.40
Over 6 hrs	5.00			6.00	2.50	6.30

LOCAL AUTHORITY CHARGES ON SUNDAYS

Cumbria

Allerdale Borough Council	Yes
Copeland Borough Council	Yes
South Lakeland District Council	Yes
Eden District Council	No
Barrow Borough Council	No

Lancashire

Lancaster City Council	Yes
Blackpool Borough Council	Yes
Sefton Borough Council	Yes
Preston Borough Council	No (except 6 wks prior to Christmas)
Bolton Borough Council	No
Blackburn Borough Council	No
Burnley Borough Council	No

Cheshire

Chester City Council	Yes
Crewe & Nantwich Borough Council	Yes (Flat Rate 50p)

SUMMARY OF CAR PARK CHARGES IN OTHER LOCAL
AUTHORITIES AS A COMPARISON WITH CARLISLE

Newcastle City Council

Charges more expensive for most City Centre
Car Parks.

8am – 6pm

No charge in the evening and Sundays on
surface car parks.

Charges in the evenings and Sundays in Multi-
storeys

Allerdale Borough Council

Charges similar for Keswick & Workington.
9am to 7pm (to change to 9pm) on all days
including Bank Holidays.

South Lakeland District Council

Charges similar for Kendal, Ambleside,
Grasmere & Windermere.

Charges more expensive at Bowness-on-
Windermere.

9am to 6pm (some 9pm) on all days including
Bank Holidays.

Barrow Borough Council

Charges similar for shorter stays but more
expensive for longer stays in Barrow.

8am to 6pm Monday to Saturday

Eden District Council

Charges less expensive in Penrith
8am to 6pm Monday to Saturday.

Copeland Borough Council

Charges less expensive in Whitehaven
8am to 8pm on all days including Bank
Holidays.

CARLISLE
CITY COUNCIL

CARLISLE - PUBLIC CAR PARKS
1st April 2003 to 31st March 2004

Type of Car Park	Car Park	No of Spaces	Duration	Charges £ Per day (incl. tax)
Long Stay Sunday Parking 8.30-18.00 £1 up to 9.5 hrs	Cecil Street	210	Up to 1 hour	0.70
	Lower Viaduct	450	1 - 2 hours	1.40
	Paddy's Market	24	2 - 4 hours	2.00
	Sands	270	4 - 6 hours	2.50
	Shadlogate	61	6 - 9.5 hours	3.00
	Swifts Bank	200		(Swifts Bank Available Sat only)
	Upper Viaduct	205		
	William Street	174		
Long Stay Sunday Parking 8.30-18.00 £1 up to 9.5 hrs all vehicles	Devonshire Walk	334	Up to 1 hour	0.70
			1 - 2 hours	1.40
			2 - 4 hours	2.00
			4 - 6 hours	2.50
			6 - 9.5 hours	3.00
			All day (Caravans)	3.00
			Every day (Coaches)	FREE
Short Stay Sundays 8.30-18.00 £1 up to 9.5 hrs	Town Dyke	253	Up to 1 hour	0.70
	Civic Centre	81	1 - 2 hours	1.40
			2 - 3 hours	2.00
			3 - 4 hours	2.50
	Bitts Park	58	4 - 9.5 hours	5.00
Contract Parking Permit Prices	Available on Long Stay Car Parks only		Monday to Friday	120.00 (per annum)
			Monday to Saturday	528.00 (per annum)

EXECUTIVE 4 November 2003

EX.267/03 CHARGES REVIEW – << CAR PARKING CHARGES >> (Key Decision)

Portfolio Environment, Infrastructure and Transport

Subject Matter

To consider a report from the Head of Commercial and Technical Services (CTS.26/03) setting out options for car park charges for 2004/05.

Summary of options rejected

The following options were rejected:-

- (a) Do nothing;
- (b) Sunday charging to match weekdays;
- (c) Evening charging (Monday to Saturday);
- (d) Charging for staff parking;
- (e) Increase contract charges;
- (f) Not charging for special Council events.

DECISION

1. That the following options be recommended as part of the Budget process for 2004/05 for << car parking charges >> :-

- (a) increase long stay charges for stays over three hours (estimated income £76,000);
- (b) change Sands Car Park from long stay to short stay status (estimated income £70,000).

2. That the existing charging policy for special events using the car parks be retained.

Reasons for Decision

To ensure that the City Council's Corporate Charging Policy is complied with. In addition, the proposals support the Local Transport Plan for Carlisle.