

<b>REPORT TO EXECUTIVE</b>			
<b>PORTFOLIO AREA: INFRASTRUCTURE, ENVIRONMENT AND TRANSPORT</b>			
<b>Date of Meeting:</b>	26th November 2001		
<b>Public</b>			
<b>Key Decision:</b>	Yes	<b>Recorded in Forward Plan:</b>	Yes
<b>Inside Policy Framework</b>			

**Title:** CAR PARKING CHARGES - CONSULTATION

**Report of:** DIRECTOR OF ENVIRONMENT AND DEVELOPMENT

**Report reference:** EN 182/01

### Summary:

This report provides an update, following the meeting of the Executive on 15<sup>th</sup> October when it was agreed that the options for the car park charges for 2002/3 set out in report EN164/01/Fin Memo 2001/2 No. 93 be used as a basis for consultation with City Centre interests.

### Recommendations:

The Executive considers and defines the car parking charges option/s for 2002/3.

**Contact Officer:** Michael Battersby

**Ext:** 7400

## 1. BACKGROUND INFORMATION AND OPTIONS

1.1 At the meeting on 15<sup>th</sup> October the Executive agreed that the options for the car park charges for 2002/3 set out in report EN 164/01/Fin Memo 2001/2 No. 93 be used as a basis for consultation with City Centre interests. This report provides an update.

2. The portfolio holder and I met with five representatives from the city centre on

31<sup>st</sup> October to discuss the options for parking charges. These will be considered by the City Centre Affinity Group on 19<sup>th</sup> November and any update will be provided to the Executive. The general response to the options of the meeting was as follows:

**Option 2** presented some problems because it would impact on employees who used the car parks

**Option 3** appeared to attract a degree of support

**Option 4** was supported to some degree although any increase may be better being in smaller increments over several years

**Option 5** had some merits and may be considered in the future but in the short term may have an adverse impact as Sunday trading was not yet fully established

**Option 6** probably not worth the effort.

The overall view was that the charges in Carlisle were reasonable when compared with other urban areas. The introduction of better, variable message signage, was seen as a key priority in getting parkers to spaces effectively.

3. The charges were considered by the Infrastructure Overview and Scrutiny Committed at its meeting on 1<sup>st</sup> November 2001 and a copy of the relevant minute is included as Appendix A.

1.4 The issue of car parking for users of the Sands has been identified in the Best Value Review of Leisuretime. Discussions have taken place between the respective Chief Officers and the portfolio holder and they have identified a potential solution. This focuses on the block of 24 parking spaces on the south east face of the Sands which is currently partially used for staff parking. The proposal is to re-locate staff parking to the Swifts and to designate the spaces in the Sands for users of the facilities. There are a number of operational issues that need to be amended and these are being reviewed. The potential reduction in car parking income is difficult to accurately define but is estimated to be approx. £4,000/year.

4. The budget strategy requires a 3.5% increase in income which is approx. £37,000. As reported to the 15<sup>th</sup> October meeting car park income in the current year remains marginally ahead of profile.

A summary of the income forecast from those which have attracted some support is as follows:

**\*Option 3** £66,000

(an indicative schedule has been included as

Appendix B)

**\*Option 4**

(assuming full increase) £13,000

**\*Option 5** £30,000

**Sands proposal** - £4,000

\*Note that no rejection factor has been built into these forecasts.

## 2. CONSULTATION

1. **Consultation to date.** Initial views of City Centre interests included within the report. Any further feedback will be presented at the meeting.
2. **Consultation proposed.**

Not applicable.

## 3. STAFFING/RESOURCES COMMENTS

Not applicable.

## 4. CITY TREASURER'S COMMENTS

The draft General Fund Budget for 2002/03 which is considered elsewhere on this agenda, currently incorporates a projected increase of £37,000 (i.e. 3.5%) in respect of car park charges over the 2001/02 levels. Any option considered by the Executive which produces more or less than this figure will have a corresponding impact on the overall budget projection.

## 5. LEGAL COMMENTS

Not applicable.

## 6. CORPORATE COMMENTS

Not applicable.

## 7. RISK MANAGEMENT ASSESSMENT

Not applicable.

## 8. EQUALITY ISSUES

Not applicable.

## 9. ENVIRONMENTAL IMPLICATIONS

Various, options 3, 4 and 5 are compatible with the Local Transport Plan. Discounted parking at the Sands encourages greater use of that facility and better public transport links should be pursued.

## 10. RECOMMENDATIONS

The Executive considers and defines the car parking charges option/s for 2002/3.

## 10. REASONS FOR RECOMMENDATIONS

As above.

## APPENDIX B

### CAR PARKING CHARGES REVIEW 2002/3

#### Option 3

	Existing long stay charge	Proposed long stay charge	Existing short stay charge
Up to 1 hour	£1.00	£1.00	£0.60
1 to 2 hours	£1.00	£1.00	£1.20
2 to 3 hours	£1.00	£1.50	£1.80`
3 to 4 hours	£2.00	£2.00	£2.50
4 to 5 hours	£2.00	£2.50	£5.00

5 to 6 hours	£2.00	£2.50	£5.00
Over 6 hours	£3.00	£3.00	£5.00