

Meeting:	Director of Economy and Place
Meeting date:	Monday, 11 March 2019
Title of report:	Car Park Improvements 2019
Report by:	Parking Strategy & Processing Manager

Classification

Open

Decision type

Non-key

Wards affected

Central, Kington, Ledbury North, Leominster East, Leominster South, Ross East, Ross North and Ross west.

Purpose and summary

This report considers and approves capital expenditure on a number of enhancements to the council's off street car parks in the county.

A maximum agreed budget for each piece of enhancement work, as outlined, will be considered and approved with operational decisions relating to the spending on each area delegated to the Assistant Director Technical Services.

Recommendation(s)

That:

- (a) **Capital expenditure up to a maximum agreed budget of £149k, as outlined in table below, on associated car park works is approved; and**

Revenue or Capital cost of project (indicate R or C)	2018/19	2019/20	2020/21	Future Years	

					Total
	£000	£000	£000	£000	£000
<i>Car Park Defects (C)</i>	13.2	0	0	0	13.2
<i>Plough Lane 3 lighting (C)</i>	55	0	0	0	55
<i>Maylord Car Park Improvements (C)</i>	24.2	0	0	0	24.2
<i>Merton Meadow Car Park Improvements (C)</i>	33	0	0	0	33
<i>Garrick Multi-Storey Car Park Improvements (C)</i>	23.1	0	0	0	23.1
TOTAL	148.5	0	0	0	148.5

(b) the Assistant Director Technical Services be authorised to take all operational decisions necessary to implement the above enhancements.

Alternative options

1. The council could decide to not approve the works and not to invest into their off-street car parks at this time. This is not recommended, as detailed within this report, it fails to ensure that demand for parking in the county is satisfied and growth is maintained.
2. The council could also seek only to approve expenditure on some car parks but not others. This is not recommended as these works are seeking to improve car parks generally in the areas that have been identified and these have been considered in conjunction with each other.

Key considerations

3. The council operates 43 car parks across the county, most of which are pay and display and open to the public. In operating these car parks the council must ensure that they are maintained in a safe condition and as such any defects are prioritised for remedial works on the risk that they pose.
4. A report published by the British Parking Association (BPA) highlights factors such as safety, accessibility and parent/child friendly parking as important considerations when drivers are choosing a car park. It is therefore important to consider these when assessing the use of a car park in a local area.

3.4 Factors Influencing Choice

Main Reason for Choosing Car Park



Figure 22

Source -

https://www.britishparking.co.uk/write/Documents/SPS/GuidelinesResources/BPA_PMSP_Safer_Parking_Report_2017.pdf

- Car Park use in Herefordshire has increased 2% in the period September 2017 to October 2018 (12 months) when compared to the same 12 month period the year previously. The largest being in Hereford where use has increased by 4% over the same period, with longer stay tariffs (over 3 hours) driving this uptrend.
- This increase can be attributed to more managed parking in Hereford City Centre as a result of on street charges, better access to car parks following the City Link road opening and flexible payment options (through contactless and Ringo) supporting dwell time.

Various car parks minor enhancements

- A number of car parks have been identified as being in need of some minor enhancement works to improve the overall asset. This includes surface repairs, line markings or drainage replacements. Whilst these issues are not considered to be dangerous defects, and therefore not repaired as reactive maintenance there is a need to enhance these in order to ensure that the car parks can still operate at maximum capacity and generally make the asset to be more useable.

Minor Car Park Surface Patching Works	Line marking to maximise use	Drainage replacement
<ul style="list-style-type: none"> • Lawnside Road, Ledbury • Bye Street, Ledbury • Dishely Street, Leominster • Etnam Street, Leominster • Red Meadow, Ross 	<ul style="list-style-type: none"> • Corn Exchange, Ross • Edde Cross Street, Ross • Red Meadow, Ross • Kryle Street, Ross • The Maltings, Ross • Mill Street, Kington • Central Area, Leominster • Broad Street, Leominster 	<ul style="list-style-type: none"> • Gaol Street, Hereford

8. A total outline budget for these works is £13.2K.

Plough Lane 3 car park

9. The current car park is private and only available to staff and visitors to Plough Lane council offices. It is unlit and as the use of the car park increases with more staff being based at the location, steps must be taken to ensure that this car park is safe and available to use in order to take parking pressure off other staff car parks at Plough Lane.

10. The improvement identified at this location are as follows:

- Car Park lighting to be provided and installed, including the supply of mains electricity.

11. A total outline budget for these works is £55K.

Maylords car park enhancements

12. Whilst car park use in general has increased in Hereford in the past 12 months, this is not the case at Maylords. At this location both short and long stay users have declined; this is the only car park in Hereford to have experienced reduced use in this manner.

13. Maylords Car Park is an underground car park directly beneath the shopping centre. It is in a central location and remains fairly popular with short stay visitors due to its proximity to the city centre. Investment has taken place recently on the installation of a new lighting system in order to improve the general ambient lighting and save on electricity costs.

14. In order to improve it as a destination to park at, which as outlined above is important to customers, enhancement works are required. Improvement works at this location may prevent a pattern of declining use at this location and aim to improve current income levels by making the car park more usable.

15. The improvements identified at this location are as follows:

- Painting of all internal walls and pillars to white.
- New and improved signage at the entrance of the car park will be installed in order to ensure that the car park is advertised from the road.
- Mark some wider spaces reserved for those parking with children (approximately 12 spaces).

16. A total outline budget for these works is £24.2K.

Merton Meadow Car Park Improvements

17. Merton Meadow car park is a popular destination for visitors to Hereford City due to its location. Since the City Link Road opened in November 2017 use of the car park has increased 100% when compared to the 12 months prior. The car park has remained fully open throughout the link road works, though some disruption was created as one entrance / exit was not usable.

18. The current strategic importance of this car park should be recognised as 10% of all Hereford car park use is now at this location. It caters for various parkers such as city centre visitors and commuter, rail commuters, hospital workers and visitors and residents.

19. As such, investment into this location is essential in order to protect this provision for the medium term future. This investment should however be mediated against the long-term potential to develop the site at which time the parking customers will be catered for elsewhere.
20. The improvements identified at this location are as follows:
 - Replacement of stone chippings in the South section of the car park.
 - New signage will be installed where necessary particularly when Station Approach car park closed for development in order direct users displaced.
21. A total outline budget for these works is £33K.

Garrick Multi-Storey Car Park

22. Concerns have been recently raised by members of the public and stakeholder groups regarding Anti-Social Behaviour at the car park. As noted above, security and safety is a key factor when choosing a car park for drivers. Performance at the car park has been good, demonstrating improvement in both long and short stay users compared to last year. It is therefore important to continue to encourage this growth which is a vital asset to the city centre and not allow the behaviour of a few to affect the wider community, and general use of this asset.
23. Steps already taken include additional signage, increased patrols by parking officers and the police, and improvements to generally to lighting. These measures however need to be further supported by additional (and larger) infrastructure changes at the car park.
24. The improvements identified at this location are as follows:
 - An additional CCTV camera at the main entrance to the car park (this may incur minor service maintenance cost per year).
 - Relocating the current CCTV viewing screen to the council's public space monitoring CCTV office to enable 'live viewing' or immediate image recovery when a problem is encountered. This will act as a deterrent and will also enable a call to be made to the police if a problem is encountered.
 - Tannoy type speaker systems that play ambient music or recorded security announcements, such as at train stations and other public places. This can be managed by the parking service.
 - Doors at the north stairwell in the car park could be locked overnight by a magnetically locking door system, subject to fire and other risk assessments.
25. A total outline budget for these works is £23.1K.
26. The Public Realm Contractor will be engaged to deliver the above improvements and as such all reasonable steps will be taken to ensure that the health and safety of members of the public is considered during any construction works.
27. The council's internal contract management team will ensure value for money on delivering these projects by benchmarking against other related expenditure within the council. This will be delivered in accordance with the council's financial regulations.
28. The total budget for all of the works above is £148.5K.

Community impact

29. As this report is effectively seeking to improve the general amenity of public car parks there is a positive impact on local communities.
30. Car parks form an essential part of local economy centres and these proposals seek to support the council's corporate plan objective (2016 – 2020) to 'support the growth of our economy'. Where car parks are provided that are accessible, safe, convenient and easy to use there is a benefit to the wider community around the car park as drivers can park.
31. The proposal in Maylords to add parking with a child facility (12 spaces) will create a positive impact on the council key priority to 'secure better services, quality of life and value for money'. Parking with children can often be difficult and create a barrier for parents that may wish to visit the city centre. The creation of these spaces would encourage them to visit the city centre for social or economic purposes and remove any parking difficulties in this regard.

Equality duty

Under section 149 of the Equality Act 2010, the 'general duty' on public authorities is set out as follows:

A public authority must, in the exercise of its functions, have due regard to the need to -

- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.
32. This decision is likely to have a positive impact on vulnerable groups in the community. If the general amenity of the car parks (and surface) is easier to use then those with mobility issues will find this work outlined assists in supporting their needs by making the car parks more accessible.
 33. Additional CCTV, lighting, and other security measures at public car parks will seek to support those that feel vulnerable in feeling safer and underpin the council's commitment to providing council assets that work to protect people from the threat of risk of harm.

Resource implications

34. The works associated with improvements outlined within this report will be funded through existing car park capital allocation. Historic capital allocation of car park resurfacing and strategy exists and these proposals make use of this up to the agreed budgets outlined within each scheme.
35. Delegating authority to the Assistant Director – Technical Services, to make day-to-day decisions on the expenditure of this capital will enable expeditious decision-making whilst implementing the recommendations as outlined above.
36. It is expected that briefs for all projects will be started prior to April 2019 and form part of a project of works. Should any work remain outstanding approval to re-allocate the capital for 2019/20 will be sought through the appropriate method. If this is the case the below table may differ.

Revenue or Capital cost of project (indicate R or C)	2018/19	2019/20	2020/21	Future Years	Total
	£000	£000	£000	£000	£000
<i>Car Park Defects (C)</i>	13.2	0	0	0	13.2
<i>Plough Lane 3 lighting (C)</i>	55	0	0	0	55
<i>Maylord Car Park Improvements (C)</i>	24.2	0	0	0	24.2
<i>Merton Meadow Car Park Improvements (C)</i>	33	0	0	0	33
<i>Garrick Multi-Storey Car Park Improvements (C)</i>	23.1	0	0	0	23.1
TOTAL	148.5	0	0	0	148.5

Funding streams (indicate whether base budget / external / grant / capital borrowing)	2019/20	2020/21	2021/22	Future Years	Total
	£000	£000	£000	£000	£000
<i>Car Parking re-surfacing existing capital allocation</i>	116	0	0	0	116
<i>Car Parking Strategy existing capital allocation</i>	32.5	0	0	0	32.5
TOTAL	148.5	0	0	0	148.5

Revenue budget implications by <u>not</u> approving recommendations	2019/20	2020/21	2021/22
	£000	£000	£000
<i>Merton Meadow / relocating Station Approach users when closed (R)</i>	-80	-80	-80
<i>Maylords (R)</i>	-25	-25	-25

TOTAL	-105	-105	-105
--------------	-------------	-------------	-------------

37. The impact of approving these recommendations is to maintain current income levels. By not approving these recommendations the council could lose parking income to the value of £105K per annum. Therefore, in spending £148.5K this income is protected for future years.

Legal implications

38. This is an executive function and a non-key decision. Such decisions under the Constitution are delegated to the Chief Executive (Part 2 Article 10), to officers (Part 3 Section 3), and subsequently to named officers under the Directorate Scheme of Delegation Economy and Place part 27 in its statutory role as the traffic authority pursuant to S.121A(3) of the Road Traffic Regulation Act 1984 (“RTRA”). In this instance, the decision maker is the Director for Economy and Place.
39. The council as the traffic authority has discretionary powers to provide off-street parking pursuant to Section 32 of the RTRA. Section 32(1) allows traffic authorities to provide parking places where it is for the purpose of relieving or preventing congestion of traffic, and for the provision of off-street parking places together with means of entrance to and egress from them if it appears necessary to do so. As the traffic authority providing the parking places, there is a legitimate expectation from the users that they will be maintained

Risk management

40.

Risk / opportunity	Mitigation
Risk – Costs for delivery of planned improvements exceeds budget for works.	Outline costings have been provided in advance in order to inform the budget setting process. Delegated operational decision-making will enable the Assistant Director – Technical Services to move budget for some works areas identified above between projects as priorities are determined.
Opportunity - Increase use of car parks.	Use of car parks may increase as a result which will benefit local centres and improve the car parking income budget.

41. The above risks and any further risks identified throughout the project will be managed in accordance with the council’s Performance, Risk and Opportunity Management Framework.

Consultees

42. All ward councillors where a car park is located were written to in respect of these proposals. Some additional requests for further relining work was requested in Ross and Leominster and these have now been included within the scope of works.

43. Ward Councillors in Leominster also raised other, more general parking issues and highway maintenance concerns. These are to be addressed separately as they are not within the scope of these works.

44. Maylords Shopping Centre were informally consulted and fully support the proposal to improve the car park at the centre in order to encourage footfall into the city.

Appendices

None

Background papers

None identified