

Report of	Meeting	Date
Director (Commercial Services) (Introduced by Executive Member (Resources))	Executive Cabinet	Thursday, 10 November 2022

Car Park Strategy, Fees & Charges

Is this report confidential?	No
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Is this decision key?	Yes
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Savings or expenditure amounting to greater than £100,000	Significant impact on 2 or more council wards
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Purpose of the Report

1. This strategy seeks to address the main car parking priorities with regards to capacity, accessibility, price and impact on the environment for the next 5 years to reflect the change in demand since the completion of the Market Walk extension with leisure offer, changing consumer habits since the Covid pandemic and the declaration of a Climate Emergency by Chorley Council

Recommendations to Executive Cabinet

2. To make the Flat Iron car park chargeable for 7 days a week between 8am and 5pm
3. To increase the tariff on the Flat Iron car park from 50p/hr to £1/hr
4. To reduce Free Parking on Long Stay car parks (for vehicles eligible to pay) from 3 hours to 1 hour the (same as short stay car parks) with up to 4 hours stay being £1
5. To designate Portland Street car park as a Leisure car park with a maximum stay of 4 hours (for £1)

Reasons for recommendations

6. To ensure there is sufficient parking capacity to accommodate future demand by visitors & workers to keep the town centre a thriving and support the local economy
7. To ensure that the car parks are fit for purpose in terms of stay period for primary users in that location
8. To consider the future of vehicle types and sizes and changes required to accommodate those vehicles

9. To maintain a revenue stream for the council to at least cover the costs of providing & maintaining the service
10. To highlight opportunities for future environmental improvements to the parking facilities

Other options considered and rejected

11. Pay-on-Foot
This type of payment for parking is undeliverable due to the configuration of our car parks as it lends itself to multi-storey situations whereby off highway queues can be accommodated. To implement on ground level car parks would lead to a significant reduction in spaces whilst also requiring a permanently manned office to resolve any issues at the barrier / pay centre.
12. ANPR
All car parks are Council owned (public car parks). Car parks covered by Traffic Regulation Orders under the Road Traffic Regulation Act 1984 (criminalised regime) requires contraventions to be addressed in person to a stationary vehicle thus preventing the deployment of ANPR cameras/ parking systems on public car parks.

Corporate priorities

13. The report relates to the following corporate priorities:

Involving residents in improving their local area and equality of access for all	A strong local economy
Clean, safe, and healthy communities	An ambitious council that does more to meet the needs of residents and the local area

Background to the report

14. There have been a number of significant changes in Chorley town centre in recent years prior to the Covid pandemic, such as the Market Walk extension (which involved reducing the capacity and re-configuration of the Flat Iron car park); the creation of a Youth Zone; the provision of Primrose Gardens Extra Care accommodation and commercial facilities on Fleet Street; town wide public realm improvements and more recently Buzz Bingo hall being demolished in anticipation of a new Civic Square, as identified in the Town Centre Masterplan in 2016, - this site has become a temporary overflow car park to the original Cleveland Street Car Park until plans for the development of this site are confirmed through a Levelling Up Fund bid in 2022.
15. This strategy seeks to address the main car parking priorities with regards to capacity, accessibility, price and impact on the environment for the next 5 years to reflect the change in demand since the completion of the Market Walk extension with leisure

offer, changing consumer habits since the Covid pandemic and the declaration of a Climate Emergency by Chorley Council.

16. These changes are anticipated to generate an additional £175k based on current revenues. Current revenues, however, are down on pre-Covid budgets and parking as a whole is suffering reduced income of £100k. It is anticipated; therefore, this will bring an additional £75k beyond current budgeted levels".

Climate change and air quality

17. The work noted in this report has an overall positive impact on the Council's Carbon emissions and the wider Climate Emergency and sustainability targets of the Council.
18. In particular the report impacts on the following activities:
 - a) net carbon zero by 2030
 - b) sustainable forms of transport
 - c) air quality
19. The following mitigation measures have been undertaken to limit the environmental impact:
 - a. The Car Park Strategy promotes the uses of alternative and sustainable forms of transport including walking and cycling

Equality and diversity

20. The Officer will be undertaking a piece of work to address the accessibility issues of ticket machines for wheelchair users to comply with the current Disability Discrimination Act.

Risk

21. N/A

Comments of the Statutory Finance Officer

22. The impact overall is a potential increase in income of £175k to the Council. However following Covid-19 car parking income has been significantly down and is currently reporting an overspend of £100k. As a result, it is currently anticipated there may only be a net increase in income of £75k.

Comments of the Monitoring Officer

23. The Council has power to charge for off street parking under the Road Traffic Regulation Act 1984 in relation to any land acquired or appropriated for that purpose. Any variation of charges must be published in a local newspaper at least 21 days before the variation is due to come into force. The notice must also be displayed in the car parks affected until the date it comes into force.

There are no background papers to this report.

Appendices

Appendix A: Car Park Strategy

Report Author:	Email:	Telephone:	Date:
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