

Medium Term Revenue Plan Proposal - Business Case

Service Area	<i>Streetscene and City Services</i>
Unique Reference Number	SS181905
Proposal Title	Introduce parking charges within city parks
Version	20/12/2017
Proposal Summary Description	<p>To install meters for visitor parking in the city parks.</p> <p>Scheme will be undertaken in Belle Vue Park initially and extended to other sites such as Tredegar Park and Fourteen Locks as potential second phase.</p> <p>This proposal includes invest to save measures for installation of parking meters, access control measures, surface repairs and re-lining of bays. It also includes the removal of redundant sheds at the park which allows the opportunity to extend the parking area if required.</p> <p>With current parking facilities used throughout the day by commuters , this proposal, together with an appropriate charging tariff, will stimulate increased visits to our parks, provide an income and increase the viability of concessions based in the park buildings and sites, such as the conservatory.</p>
Impact on Performance	<p>Improved income generation for LA and the concession holder.</p> <p>Improve and increase security of car park areas.</p> <p>Increased footfall/ turnover of vehicles will reduce the likelihood of ASB within the parks.</p> <p>CCTV facilities are located at the car park area and will be used to monitor the sites</p> <p>This proposal will influence the following performance indicator:</p> <p>Number of visitors to city parks, open spaces and coastal path.</p>
Impact on FTE Count	None. It is anticipated these facilities will be managed by existing car parking staff
Impact on other Service Areas	None
Impact on Citizens	Increase availability of parking throughout the day when facilities are open.

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	<p>Additional income generation</p> <p>Disabled facilities can be reviewed through this proposal and would remain free to blue badge holders</p> <p>Some people may visit park less or park on street in the vicinity of the park.</p> <p>May affect the business within the café if cost is too high and people not willing to pay for parking.</p>
Delegated Decision (Head of Service/Cabinet Member/ Cabinet)	Cabinet
Activity Code	STR1 Environmental Services

Net Savings (£000's)	2018/19	2019/20	2020/21	2020/21
Savings through income generation	40			

Implementation Costs (- £000's)	2018/19	2019/20	2020/21	2020/21
Revenue – Redundancy/Pension				
Revenue – External consultants				
Revenue - Other	4			
Capital – Building related	50			
Capital - Other	6			
Implementation Cost - Total	60			

Current Position

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Streetscene Green services have car parks within most city parks and countryside sites.

Parking in the parks is free and for many years city centre parks are being used by commuters on a daily basis. This prevents bays being used by legitimate visitors to the parks. This is particularly problematic in Belle Vue Park, which is adjacent to the Royal Gwent Hospital and other key city employment sites.

Despite issuing warnings (leaflets on windscreens, notices etc.) this has not discouraged the activity. The use of bays by commuters can generate a negative visitor experience and impact on facilities and events within the parks. In Belle Vue, for example, the café facility currently franchised to Parc Pantry, has seen increased numbers of visitors over the last eighteen months. However the lack of available

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parking in the park has led to increases in complaints to Service staff and also from residents who experience greater use of the on street parking as people cannot find space to visit the park.

Recently an agreement was reached with Aneurin Bevan Health Board on rental of part of Park Square car park. Therefore there is now off road parking available specifically for hospital staff. This has not deterred those who still wish to park for free.

The car park at Belle Vue is partly used by the Parks teams for storage of materials. There are a number of sheds and garage buildings in poor repair. This site is often vandalised and also attracts antisocial behaviour. Recently the Parks Team was moved to the vacant nursery area and the remaining container is being relocated. As the site is now vacant there is an opportunity to demolish these buildings and extend the car park area to provide adequate parking and increase revenue. We estimate that this could provide an additional 25+ car parking spaces.

Key Objectives and Scope

Introducing daily charges will discourage commuter parking and free up space for park visitors. In addition it will generate income for the service area that can be brought in as expected revenue. In turn this will allow revenue savings. In addition any income above the expected income can be re- invested in the infrastructure of these sites.

The scheme will start in at Belle Vue in 2018 before being rolled onto other sites within the authority such as Fourteen Locks. The roll out will depend on the success of this project.

2017/18 includes a sum of £50K to obtain necessary planning permissions and undertake the demolition of the buildings and the reconstruction of the additional parking spaces. The investment cost also includes a figure of £6K for two parking meters to be installed on the upper and lower tiers, and a figure of £4K for the collection costs using an extension to an existing contract.

Potential parking revenue generated

Using an example of a car park in close proximity to the site at Belle Vue: (Stow Hill car park) to demonstrate the potential rates charged and costs incurred through installation and operation of parking meters, the data is indicated below:

Tariff up to summer 2016 was

Stow Hill	101A	£2.00 upto 3 hours
	101B	£4.00 upto 5 hours
	101C	£5.50 over 5 hours

Income generation on this 2015/16 car park was 39K for an area containing 17 car parking spaces. This does not include the section used by permit holders only.

Running costs per machine is £3K (see below).

Total revenue generated £36K

Costs for meter installation and maintenance

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Pay & display machine rental (Investec) £ 1,201.34

SkiData Maintenance	£	-
Skidata Tickets	£	-
P&D Tickets	£	226.88
P&D maintenance	£	62.50
ECN thermal rolls	£	40.00
Printing	£	55.56
Workwear	£	27.78
C Probe systems	£	-
Coin Machine contract	£	6.50
Collection of Money - G4S	£	409.71

Chipside	£	777.23
DVLA Keeper enquiries	£	12.50

Supplies & Services Total £ 2,819.99

Suggested charging for Belle Vue

With the introduction to charges the service does not want to disadvantage existing or potential business within the parks. Nor do we wish to be seen as actively encouraging people to park in residential areas or discourage people from visiting local parks therefore it is proposed to introduce parking on the tariff shown.

101A	£1.00 for 2 hours
101B	£3.00 up to 5 hours
101C	£5.00 for Over 5 Hours

Based on formula and calculation of visits from Stow Hill and observational evidence in the parks, we estimate that, with re-lining to create up to 50 bays, this will generate the following:

101A	£1.00 for 2 hours	30 x 3 x £1 = 90/day
101B	£3.00 up to 5 hours	5 x 2 x £3 = 30/day
101C	£5.00 for Over 5 Hours	3 x 1 x £5 = 15/day

An assumption is that a percentage of bays will be unused on an average day (or less use in winter) therefore calculations are based on the use of 75% on a daily basis, 38 spaces not the full 50.

Number of spaces x frequency used x charge

Total income for the present car park would be
 £135/day x 365 = £ 49,275.00 assuming that all visitors pay to park

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Total income for the proposed extension – which would provide an additional 25 spaces would be 50% of the figure above – a further £24,500.00

Total income before on costs could be up to £74K per year

Running costs per machine is £3K. Estimate would need two machines – one on each level- x 2 (£6K in total). There would also be a cost for collection of the money which we understand is a further £4K per year

Total income, once operating costs are subtracted, would therefore be £ £64K. As this is a new initiative we have put a conservative estimate of £40K on the first year's income and will monitor the outcomes and issues carefully.

Additional income could come from applying enforcement and we would look into this once the initial parking scheme is up and running – if this was deemed to be necessary. Park rangers could be trained to undertake enforcement duties as part of their roles.

Other options that could be introduced include an annual permit in designated area for residents and rental to the café concession holder for weddings and other events.

Options considered

Option #1: is the option stated above to introduce charges at the levels indicated.

Option #2: To consider a free one hour parking option however this could have a direct impact on lengths of stay, encouraging people to stay for a short time. This would potentially affect the café clientele as people may forgo a visit to the café in order to take advantage of the free hour. A £1 charge for two or even three hours would encourage people to stay longer and possibly use the café.

Option #3: Another option would be to restrict parking to less than five hours only which would prohibit the commuter parking altogether however this would impact on events and private hires such as weddings.

Option #: would be to have free parking at the weekend as the commuter parking is during the week. This could be a consideration and could be reviewed in the first year.

Option #5: moving the gardening team to the nursery area would free up further space at the top car park and with the demolition of the storage sheds the area could benefit from a further 20+ parking spaces which would generate long term income.

Recommended Proposal/Option

To implement option #1 plus the option listed as Option#5 and increase the potential car parking space.

Required Investment

Spend on project in 2016/17 would be for the removal of the gardening sheds, installation of the parking meter, the white lining refresh and some signage.

Removal of the storage sheds which are in an extremely poor condition. These sheds were the subject of a planning application for renovation/ removal in 2008/09 and the application was granted however the work was not carried out due to lack of funding at

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the time. Estimated cost of removal and resurfacing of area and moving equipment to suitable store on old nursery site. The cost of upgrading is £70K

Costs of the parking meter machines and the ongoing maintenance and servicing costs is £3K each for two machines required with one on each level. At the inception of the project we will also consider the installation of cashless and hybrid cash/card machines which would effectively increase annual income as collection costs would not have to be met. The costs in this MTRP do include for collection as the hybrid option may be best suited to park users initially.

Cost of the white lining refresh on the existing car park and the associated signage.

High Level Milestones and Timescales

First phase of white lining and parking meters to be in place in existing car park by the end of March 2018.

Scheme to begin in April 2018 and the whole income can be assessed after six months.

Planning application to be submitted by December 2017.

Removal of the sheds and relocation of the staff equipment began in spring 2017 and will be complete by end of summer 2017. Redundant sheds will then be subject of a planning application.

Key Risks/issues

Risk Description	Risk Score (as per matrix below)	Mitigation Measures
May not be able to move staff in timely manner to realise full year saving.	1	Due to outcome of audit report some of the administration function is being moved to the Civic centre now.
Planning application has to be made as the initial approvals for this scheme has lapsed Therefore planning application may be refused.	2	Unlikely as previous application was approved
Public dissatisfaction with paying for parking and negative press.	2	Will improve as it becomes easier to park at the site
Parking for the hospital staff may move to on street and complaints from residents will rise	3	Greater enforcements will be needed around the adjacent streets

Specific linkage with Future generation act requirements

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Integration –

This proposal will solve an ongoing issue that affects members of the public on a daily basis. It will increase opportunities and savings for the service area and potentially enable funds to be reinvested within the assets. The income generation will allow us to continually improve and, where of historical significance, to conserve and protect the parks and assets making an investment in the future of the assets and the sites within which they are located.

If successful, ongoing improvement will increase revenue over the years and is linked to ensuring resilience and protecting green space areas.

Long Term

Costs associated with servicing park infrastructure and redundant amenity buildings are dealt with. Parks are an important cultural asset especially where these are historic parks and gardens.

Income generation that can be used to offset on going future maintenance costs.
Asset transfer can benefit user groups

Prevention

Removing old buildings prevents vandalism and theft protecting assets located in very public areas. Limits the council liabilities if buildings are removed.

Collaboration –

Some buildings are listed structures or in historic settings.
Facilities that are no longer needed provide potential venues for antisocial behaviour.
Removing them benefits other park users

Involvement –

Parks friends groups and user groups will be supportive of this proposal to protect the historic fabric of the Newport Parks and cemeteries.

Fairness and Equality Impact Assessment Initial

Yes