

CABINET

9 NOVEMBER 2011

CAR PARKING CHARGES & OPERATION REVIEW

REPORT OF HEAD OF ACCESS AND INFRASTRUCTURE

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RECENT REFERENCES:

[CAB2170](#) – Car Parking Charges – Results of Advertisement of Order – 19 May 2011

[CAB2146](#) – Car Park Charges – 16 March 2011

[CAB 2061](#) - Car Park Charges & Operation Review – 13 October 2010

[CAB 1915 \(TP\)](#) Car Park Charges Review – 5 November 2009

[CAB 1796](#) Review of car par charges 2009/10 – 4 February 2009

[CAB 1597](#) Review of car park charges 2008/09 – 16 January 2008

EXECUTIVE SUMMARY:

This report presents the annual review of car parking charges and suggests some amendments commencing in January 2012.

The opportunity has also been taken to look at the overall charging regime and some changes are recommended in this report to bring this further in line with the adopted Winchester Town Access Plan” three-ring” strategy for car parking.

## RECOMMENDATIONS:

1. That changes to the cost of parking in Winchester town be advertised and implemented as set out in Appendix 1.
2. That discussions be undertaken with Stagecoach regarding potential cost savings from amendments and improvements to the park and ride service as described in paragraphs 2.12 and 2.13 and that a further report be made to Cabinet in January 2012.
3. That there be no increases in parking charges in the rural areas of the District.
4. That a new discounted residents only 'season ticket' be introduced for a limited number of car parks at a cost of £240 per permit, as set out in paragraph 2.18 of the Report, on a trial basis for a period of 1 year to evaluate the impact in both financial and operational terms.
5. That delegated authority be given to the Head of Access and Infrastructure, in consultation with the Portfolio Holder for Environment and Transport, to develop, introduce and set charges and dates for introduction for other season tickets, for both 'monthly' and 'part-time' use, to maximise effective use of existing car parking capacity.
6. That the Head of Legal Services be authorised to give public notice under Section 35C of the Road Traffic Regulation Act 1984 (as amended) required to give effect to a) the changes set out in 1 and 4 above for implementation from 1 January 2012 and b) the changes referred to in 5 above, for implementation from a date to be determined.
7. That the budgets for 2011/12 and 2012/13 be adjusted to reflect the additional expenditure and changes to income as detailed in paragraph 5.2 of the Report.

## CABINET

14 NOVEMBER 2011

### CAR PARKING CHARGES & OPERATION REVIEW

#### REPORT OF HEAD OF ACCESS AND INFRASTRUCTURE

##### DETAIL:

#### 1 Introduction

- 1.1 This report considers the options for revised car parking charges and operations across the District and on the Park and Ride service.
- 1.2 Car parking charges in the District were last reviewed in October 2010 ([CAB 1915 \(TP\)](#) refers) and changes were implemented from the beginning of January 2011.
- 1.3 In setting charges, it is important to ensure that total revenue from car parks does not fall. However, the difficult financial position that many individuals and businesses find themselves facing must be recognised and reflected in the car park charges set at this time.
- 1.4 Consideration has also been given to the need to reduce unnecessary circulation of traffic within the town centre, to further encourage the use of Park & Ride, and to provide a cleaner and healthier environment for pedestrians and cyclists. These aims are set out in the adopted Winchester Town Access Plan (WTAP).
- 1.5 The WTAP also sets out the need to provide carefully planned car parking to meet economic demand through a 'three ring' approach to car parking of an 'outer' ring (park & ride), 'inner' ring and 'centre' parking. This approach is also reflected in the proposed new charging strategy as set out in this report and in Appendix 1.

#### 2 Proposed Car Parking Charge alterations

- 2.1 A schedule of proposed revised car park charges is set out in Appendix 1 to this report.
- 2.2 In summary the proposed changes are as follows:
  - Off-street – it is proposed to make minor changes to the cost of short term parking in Winchester Town to better reflect the objective of the Access Plan parking strategy. For the 'inner' car parks this will be a decrease in the amount charged whilst in the 'Centre' car parks prices will be slightly increased. In recent years, the long-stay charges have been increased in order to encourage more commuters to use the park and ride services, but

in the current economic climate no increases are proposed from January 2012. It has also been requested by businesses that consideration is given to introducing a 6 hour stay in some central car parks on Saturdays in order to encourage people to stay longer in the Town. It is proposed to introduce this in The Brooks and Middle Brook Street car parks in order to test its effectiveness.

- It is proposed that some small increases are made to charges at River Park Leisure Centre as shown in Appendix 1
- On-street – it is proposed to increase the cost of one and two hour parking on street in line with that proposed for the ‘Centre’ off street car parks. It is not proposed to remove the ‘free half-hour’ concession within the town centre.
- Park and Ride - No changes are proposed to the ‘peak’ charges for the park and ride services, but the cost of the ‘off-peak’ ticket will increase from £2 to £2.50.
- No increases are proposed in the cost of parking in rural areas.
- No increases are proposed in the cost of season tickets.
- A new monthly and weekly season ticket is under consideration for the Cattle Market and Worthy Lane car parks and new ‘part-time’ season tickets will be introduced in due course to maximise the use of spaces in car parks with sufficient capacity. The recommendations provide for delegated authority to be given to introduce these changes in due course.
- A new form of Residents’ permit for use in under utilised car parks is proposed on a trial basis, at a cost of £240 per permit (Recommendation 4).

### Off-Street Car Parks

- 2.3 To reflect the agreed priorities in the adopted Winchester Town Access Plan (WTAP), it is proposed to make some amendments to the parking charges in Winchester Town. A key part of this proposal is to operate a charging structure within car parks to reflect the agreed “three-ring” approach set out in the WTAP. Appendix 1 indicates the car parks allocated to the ‘inner’ ring and ‘centre’, with Park & Ride being the ‘outer’ ring.
- 2.4 The proposed tariff of charges is set out in Appendix 1. This shows that the cost of short stay parking in the ‘Centre’ car parks will increase by 10p per hour for one hour stays and 20p per hour for two hour stays. All other charges for ‘Centre’ car parks remain unaffected. This reflects the adopted WTAP policy of pricing for those who find it essential to park in the ‘Centre’ for short periods.
- 2.5 In the ‘Inner’ car parks (Chesil Street Surface, Chesil Multi-storey, Durngate, Worthy Lane, Coach Park and Cattle Market) it is proposed to reduce the cost

of parking as set out in Appendix 1 for one and two hour stays. This is a deliberate policy to encourage people to park further out and hence avoid bringing vehicles into the one-way system (and designated Air Quality Management Area).

- 2.6 The overall changes represent an increase or reduction of 10p or 20p per hour for the different categories of car park and will in combination create a clearer differential between the prices for 'Inner' and 'Centre' parking as set out in the adopted WTAP. This policy gives visitors the opportunity of cheaper parking in compensation for not bringing in vehicles into the centre.
- 2.7 Although it is difficult to make an estimate of behaviour, assuming a modest displacement or relocation then there would be a net increase in income of approximately £100,000 in a full year. It has also been requested by businesses that consideration is given to introducing a 6 hour stay in some central car parks on Saturdays in order to encourage people to stay longer in the Town. It is proposed to introduce this in The Brooks and Middle Brook Street car parks in order to see how this works. It is thought that this is unlikely to have any significant impact on income and no effect is therefore assumed.

#### On-Street Car Parking

- 2.8 In the on-street parking bays in the Town, it is proposed to alter the cost of the parking in line with that proposed for the off-street car parks. Therefore, it is proposed to increase the cost of on street parking in the vicinity of 'centre' car parks and decrease them other areas as shown in Appendix 1. The 'free' 30 minute parking ticket will be retained as this is popular with businesses at a time when support for business is important.

#### Park and Ride Operations

- 2.9 The additional Park and Ride site came into operation in April 2010 and the service has been very successful in attracting a large number of users. On peak days it carries in excess of 3,000 passenger trips and on average it carries over 12,000 passenger trips a week. This equates to well over half a million passenger journeys a year.
- 2.10 The charges set on the Park & Ride service are set in relation to town centre charges so that the maximum all day fee of £3 is half that of the cheapest all day parking in town. As there are no plans to increase the cost of all day parking in Winchester, it is suggested that the current P&R fee remains unchanged.
- 2.11 An 'off-peak' park and ride ticket was introduced in 2009, and this has been very successful in using off-peak capacity in the car parks and buses. The introductory fee of £2 per vehicle has been reviewed in comparison with town centre parking and it is now recommended that this fee increases to £2.50. It is estimated that this proposal would generate approximately an additional £19k per annum.

- 2.12 When the new service started, the hours of operation were increased to allow for an extended evening service finishing at 21.30 rather than 19.30 as previously. This evening operation has only been partially successful in gaining patronage; surveys show that after 20.30 the use of the service is dramatically reduced, with average passenger loadings of only one or two passengers per bus. It is anticipated that a reduced frequency of 20 minutes could be used after the evening peak period, with the service finishing after 20.30. Such changes could save approximately £30k from the annual contract cost.
- 2.13 The current park and ride operation allows for the first bus service to arrive at Winchester Railway Station at 07.15. This does not tie in well with four of the key early morning peak train services to London Waterloo leaving Winchester at 06.48, 06.55, 07.05 and 07.18. It is thought that some re-timing of the early morning bus services could be achieved without additional cost (using 15 minute bus frequencies between 06.30 and 08.00, rather than a ten minute frequency between 07.00 and 08.00) which would allow better integration between the bus and rail, and allow increase use of the park and ride for rail commuters.
- 2.14 It is therefore proposed that discussions are undertaken in conjunction with Stagecoach (the service provider) and key employers whose staff utilise the services, with a view to rationalising the evening and early morning services to both improve the level of service and reduce the contract cost. The outcome of discussions with the service provider will be reported to Cabinet in January 2012 with sufficient time to allow any agreed changes to be implemented on 1 April 2012.

#### Discounted Season Tickets for Residents

- 2.15 In September 2011 (CAB2214 refers) Cabinet agreed that consideration be given to the creation of discounted residents' season tickets for off-street car parks in relation to the areas of the Town where on-street parking is particularly constrained. This was strongly supported by members of the Town Forum.
- 2.16 A limited off-peak scheme was first introduced in 2009 which allows its use within specific car parks at certain times. The permits cost £100 per annum and are only valid from Monday to Friday 8am to 9am & 4pm to 6pm and all day Saturday. It is only valid in Cattle Market, Worthy Lane, Chesil Street and St Peter's Street car parks.
- 2.17 It is now proposed to offer a new discounted residents' annual permit for use in those off-street car parks where capacity exists. It is suggested that such permits should only be available to residents of the Inner controlled parking zones, and not visitors, so as not to encourage the use of such permits for commuting. The existing £100 permit for off-peak use in specified car parks (paragraph 2.16 above) will remain unchanged, and will therefore be available in addition to the new £240 permit.

2.18 It is suggested that such permits are introduced at a discounted cost of £240 per permit. As it is not known how much interest there would be in such permits it is suggested that the scheme be trialled for a period of 1 year to evaluate their impact in both financial and operational terms. Permits will only be valid in Cattle Market, Worthy Lane, Chesil Street surface and Multi-storey, Durngate, The Lido, Crowder Terrace and Barfield Close car parks, and will cover both peak and off-peak use. Residents will need to provide the same level of proof of entitlement as they do for the residents' parking scheme.

### Other Season Tickets

2.19 With an increasing number of staff working part-time in Winchester, it is appropriate to offer season tickets which allow some element of discount for use only on certain days. It is proposed that part week season tickets are made available. These could only be offered on set days or part days (which would be displayed on the ticket) and the price would be pro-rata that of the annual season ticket (i.e. 3 day ticket would be 3/5ths the annual price). It may be possible to provide this option in the form of a scratch card. This is currently being explored in more detail.

2.20 At present 'Season' tickets are only available on an annual or quarterly basis, which can make them difficult for some to purchase. To offer an improved service to our customers and to encourage the use of some underutilised car parks it is proposed to introduce a weekly and monthly parking ticket. This would only be available for Cattle Market and Worthy Lane car parks. Such an option could be provided through pay and chip/ credit card payment machines installed in the car parks which would issue a monthly ticket. The practicalities and cost of monthly tickets are currently being explored in more detail.

### Hampshire County Council 'Park & Ride' Car Park

2.21 Hampshire County Council continues to operate a free car park for their staff adjacent to the household waste recycling centre on Bar End Road which can accommodate 250 cars. HCC staff use this car park and walk to the St Catherine's car park to catch the park and ride buses

2.22 The current agreement between WCC and HCC is that the staff parking in the HCC car park can use the WCC contracted park and ride buses on the proviso that HCC fund additional 'peak hour' buses to provide additional capacity for the park & ride facility.

2.23 Assessments of the use and capacity of the park and ride buses indicate that the additional HCC contracted buses may not be required to accommodate all of the passenger loadings and that there may be scope to alter the timetable across all services to provide wider benefits to more people whilst still accommodating HCC staff. Discussions are planned with HCC to explore this in more detail.

### Parking in the rural areas of Winchester District

2.24 A brief review has been made of parking charges in rural towns in the Winchester District. Whilst these charges have not changed since 2007, it is not proposed to make any increases in these rural car parks to reflect the difficult economic situation and ever diminishing transport alternatives for such locations.

### 3 County Council view

3.1 Hampshire County Council officers have not been consulted on the proposed charges for 2012/13.

3.2 In general terms, past proposals have been supported, as have policies developed in order to maintain the attractiveness of Winchester as shopping and visitor destination. The parking strategy for Winchester is set out in the adopted Winchester Town Access Plan, which was developed in conjunction with the County Council. In general, the charging regime is supported by the County Council as it provides an ongoing balance in charges in order to encourage greater use of park and ride services and to deter commuters and long-stay visitors from seeking to park in the town centre. It is felt that these proposals are appropriate at the current time and will continue to encourage commuters and other users to use the park and ride services.

### OTHER CONSIDERATIONS:

#### 4 SUSTAINABLE COMMUNITY STRATEGY AND CHANGE PLANS (RELEVANCE TO):

4.1 The proposals accord with the corporate priority for safeguarding our high quality environment

#### 5 RESOURCE IMPLICATIONS:

5.1 Table 1 below shows the estimated income that would be generated by the proposals. It should be noted that all estimates of future car parking income are based on current levels of usage and make no allowance for changes in parking behaviour. The ongoing financial climate could further influence parking behaviour over the forthcoming financial year.



Table 1

<b>Proposals</b>	<b>Charging Proposal</b>	<b>2011/12</b>	<b>2012/13 + Ongoing</b>
Minor changes to off-street parking fees for short stay visits	Changes to 1 and 2 hour stays	£23,000	£95,000
Increase the on-street parking fees for short stay visits	Changes to 1 and 2 hour stays	£1,000	£5,000
Increase in 'off-peak' ticket price on Park & Ride service (from £2 all day after 10.30)	£2.50 per day from April 2012	£0	£20,000
Recasting of P&R timetable with a reduced evening service.	from April 2012	£0	£30,000
<b>Total change</b>		<b>£24,000</b>	<b>£150,000</b>
<u><b>Expenditure:</b></u>			
Additional ongoing revenue costs of introducing enforcement		£0	£0
One-off costs (Signage, software, publicity). Depends upon options chosen.		£15,000	
<b>Total Expenditure</b>		<b>£15,000</b>	<b>£0</b>
<b>Forecast Net Change</b>		<b>£9,000</b>	<b>£150,000</b>

- 5.2 If Cabinet agree the recommendations, it is estimated that the proposals presented would generate additional net income in 2011/12 of around £9,000 per annum and £150,000 per annum for following years (net of VAT).
- 5.3 The proposals identified are forecast to cover the budget deficit for both the current and next financial years. However, no allowances have been made for a reduction in income that may result due to changes in usage patterns. The possible saving in relation to the park and ride service has yet to be confirmed.

- 5.4 Staff resources are available to implement the proposed changes to the operations and charges as set out in this report. One-off costs in 2011/12 of between **£5,000 and £15,000** will be required to cover the costs of changes to signing, software and to publicise the changes depending upon the options chosen and the need to install chip and pin facilities in certain car parks to cater for monthly tickets.
- 5.5 There will be extra work for parking staff in terms of developing new ticket options and administering them.
- 5.6 An assessment has been made of the costs of running the Winchester town residents parking scheme in relation to the income received from permit sales. This shows that the scheme does not generate income in excess of the costs of operating it; in fact there is a small deficit. It is not proposed to alter the costs of permits as part of this review.

## 6 RISK MANAGEMENT ISSUES

- 6.1 There is always a risk that people will not continue to pay to park if prices rise beyond a level which is considered to be reasonable. As widespread increases are not being proposed, it is felt that this will not have a significant impact.
- 6.2 Different parking regimes in different car parks may cause some relocation of cars for economic reasons, and whilst such actions are difficult to quantify, such relocation would be consistent with the aims of the Access Plan.
- 6.3 There is a potential loss of income in relation to proposed new season tickets if people who are currently paying the full published price in other car parks choose to take advantage of these. This may be offset by additional usage and associated income but this cannot be forecast.
- 6.4 Ongoing implications of future Government spending cuts can not be fully assessed. However, it is most likely that further reductions in local government expenditure, especially through staffing levels, will have a detrimental impact in towns such as Winchester where there are high levels of economic activity dependent upon the service industry. This may in subsequent years lead to reduced levels of income from parking charges.

### BACKGROUND DOCUMENTS:

None

### APPENDICES:

Appendix 1: Current & Proposed Car park charges

**WCC - Parking Office - Current and Proposed Car Parking Charges**

	MONDAY TO SATURDAY CHARGES														SEASON TICKETS Annual		Proposed Residents Annual Season Ticket	SEASON TICKETS Quarterly	
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Proposed	Current	Proposed	Current	Proposed	Current		Proposed	
	Up to ½ Hour	Up to ½ Hour	Up to 1 Hour	Up to 1 Hour	Up to 2 Hours	Up to 2 Hours	Up to 3 Hours	Up to 3 Hours	Up to 4 Hours	Up to 4 Hours	Up to 6 Hrs - Sat only	Over 4 Hours	Over 4 Hours						
<b>'Centre' Car Parks</b>																			
The Brooks			£1.20	£1.30	£2.50	£2.70	£3.00	£3.00	£4.00	£4.00	£6.00	£15.00	£15.00						
Middle Brook Street			£1.20	£1.30	£2.50	£2.70	£3.00	£3.00	£4.00	£4.00	£6.00	£15.00	£15.00						
Colebrook Street			£1.20	£1.30	£2.50	£2.70	£3.00	£3.00	£4.00	£4.00									
Friarsgate			£1.20	£1.30	£2.50	£2.70	£3.00	£3.00	£4.00	£4.00									
Guildhall Yard (Sat Only)			£1.20	£1.30	£2.50	£2.70	£3.00	£3.00	£4.00	£4.00									
Jewry Street			£1.20	£1.30	£2.50	£2.70	£3.00	£3.00	£4.00	£4.00									
Cossack Lane			£1.20	£1.30	£2.50	£2.70	£3.00	£3.00	£4.00	£4.00									
Upper Brook Street			£1.20	£1.30	£2.50	£2.70	£3.00	£3.00	£4.00	£4.00									
St.Peters	£0.30	£0.30	£1.20	£1.30	£2.50	£2.70			£4.00	£4.00				£1,472.00	£1,472.00		£400.00	£400.00	
Tower Street			£1.20	£1.30	£2.50	£2.70	£3.00	£3.00	£4.00	£4.00		£8.00	£8.00	£1,472.00	£1,472.00		£400.00	£400.00	
Gladstone Street			£1.20	£1.30	£2.50	£2.70			£4.00	£4.00		£8.00	£8.00	£1,472.00	£1,472.00		£400.00	£400.00	
<b>'Inner' Car Parks</b>																			
Chesil Street (Multi-Storey)			£1.20	£1.10	£2.00	£1.80	£3.00	£3.00	£3.50	£3.50		£6.00	£6.00	£1,104.00	£1,104.00	£240.00	£300.00	£300.00	
Chesil Street (Surface)			£1.20	£1.10	£2.00	£1.80			£3.50	£3.50		£6.00	£6.00	£1,104.00	£1,104.00	£240.00	£300.00	£300.00	
Durgate					£2.00	£1.80			£3.50	£3.50		£7.00	£7.00	£1,288.00	£1,288.00	£240.00	£350.00	£350.00	
Cattle Market					£2.00	£1.80			£3.50	£3.50		£7.00	£7.00	£1,288.00	£1,288.00	£240.00	£350.00	£350.00	
Worthy Lane					£2.00	£1.80			£3.50	£3.50		£7.00	£7.00	£1,288.00	£1,288.00	£240.00	£350.00	£350.00	
Coach Park (Cars)					£2.00	£1.80			£3.50	£3.50		£7.00	£7.00	£1,288.00	£1,288.00		£350.00	£350.00	
Coach Park (Coaches)												£7.00	£7.00						
River Park Leisure Centre			£0.60	£0.70	£0.80	£0.90	£1.00	£1.20	Up to 5 hours £4.00	Up to 5 hours £5.00		Over 5 hours £8.00	£10 (mon-fri) £8 (sat)						
<b>Season Ticket Holder Only</b>																			
Crowder Terrace														£1,288.00	£1,288.00	£240.00	£350.00	£350.00	
The Lido														£1,288.00	£1,288.00	£240.00	£350.00	£350.00	
Barfield Close														£552.00	£552.00	£240.00	£150.00	£150.00	
<b>Rural Area</b>																			
Lower Lane, Bishop's Waltham			£0.30	£0.30	£0.60	£0.60	£0.80	£0.80	£1.20	£1.20		£1.50	£1.50	£275.00	£275.00		£75.00	£75.00	
Basingwell St Bishop's Waltham	Free	Free	£0.30	£0.30	£0.60	£0.60	£0.80	£0.80						£137.50	£137.50		£37.50	£37.50	
The Square, Wickham	Free	Free	£0.30	£0.30	£0.60	£0.60	£0.80	£0.80											
Alresford Perins			£0.30	£0.30	£0.60	£0.60	£0.80	£0.80	£1.20	£1.20		£1.50	£1.50						
Alresford Station, Alresford			£0.30	£0.30	£0.60	£0.60	£0.80	£0.80	£1.20	£1.20		£1.50	£1.50	£275.00	£275.00		£75.00	£75.00	
<b>On Street Pay and Display</b>																			
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed											
	Up to ½ Hour	Up to ½ Hour	Up to 1 Hour	Up to 1 Hour	Up to 1 1/2 Hrs	Up to 1 1/2 Hrs	Up to 2 Hrs	Up to 2 Hrs											
Tarrif 1: Streets in vicinity of 'Centre' car parks (see list below right)	Free	Free	£1.20	£1.30	£2.00	£2.00	£2.50	£2.70											
Tarrif 2: Other streets with Pay & Display (see list below right)	Free	Free	£1.20	£1.10	£2.00	£1.50	£2.50	£1.80											
<b>'Outer' car parks: Park &amp; Ride</b>																			
	Daily Charge								Annual Charge		On Street Pay and Display - Streets								
Ticket Type	Current	Proposed	Ticket Type						Current	Proposed	<b>Tarrif 1: Streets in vicinity of 'Centre' car parks</b> Colebrook Street, Market Lane, St Peters Street, Parchment Street, The Square, Tower Street, North Walls and The Broadway  <b>Tarrif 2: Other streets with Pay &amp; Display</b> Andover Road, Hyde Street, Symonds Street, Upper High Street, Victoria Road, Wales Street and Water Lane								
All Day Ticket - Cash Vend	£3.00	£3.00	Annual Season Ticket						£552	£552.00									
All Day Ticket - Smart Card Vend	£2.70	£2.70	'Block Booked' price for Organisations buying between 50 & 100 Season tickets						Discount level to be agreed by Portfolio Holder	Discount level to be agreed by Portfolio Holder									
Off Peak Ticket (after 10.30am - NOT Saturdays)	£2.00	£2.50																	
Saturday only (up to 3 hours stay) **	£1.50	£1.50	'Block Booked' price for Organisations buying over 100 Annual Season tickets						Discount level to be agreed by Portfolio Holder	Discount level to be agreed by Portfolio Holder									
Parking after 4pm**	Free	Free																	

\*\* To be available in St Catherines and Barfield Car Parks only to enable use in conjunction with the Athletics Stadium.

NB coach vend exists at St Catherines but will not be implemented until planning and landlord consents obtained.

Resident permit for Cattle Market, Worthy Lane, Chesil Street and St. Peter's Street Car Parks - valid only Monday to Friday 8am to 9am and 4pm to 6 pm, and all day Saturdays - £100.