

CAR PARKING IN HINCKLEY
REPORT OF CHIEF OFFICER (ENVIRONMENTAL HEALTH)

WARDS AFFECTED: HINCKLEY & BURBAGE



Hinckley & Bosworth
Borough Council

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1. **PURPOSE OF REPORT**

To inform members of current income and capacity forecast for car parking in Hinckley. To advise of continuing investigation into additional car parking in the vicinity of the Hinckley Hub. To advise of the increase in permit income following utilisation by Leicestershire County Council for staff. To consider extending the concession on staff parking.

2. **RECOMMENDATION**

That Executive:

- 1) Notes the income and capacity forecasts for Hinckley pay and display car parks.
- 2) Approves a supplementary income for car park permits of £30,600 for 2013-14
- 3) Notes the continuing discussions relating to additional car parking provision.
- 4) Free long stay parking permits for HBBC staff based at the Hub continues until the closure of the Brunel Road Long Stay Car Park.

3. **BACKGROUND TO THE REPORT**

3.1. CAR PARKING INCOME FORECASTS:

3.2. As members will recall Pay and display charges were reduced on 1/4/13 to 50p for 1 hour (previously 70p) and £1 for 2 hours (previously £1.20). Staff were also allowed to park for free in Brunel Road South from June 2013.

3.3. Analysis of tickets and income for the first 6 months of 2012/13 and 2013/14 shows:-

SHORT STAY

Ticket type Nos.	1 hour	2 hour	3 hour	4 hour	Over 4 Hours
Apr – Sept 2012	120,168	56,945	21,222	4,111	3,251
Apr – Sept 2013	85,834	58,785	16,254	3,615	2,689

LONG STAY			SEASON TICKETS			
	Up to 5 hours	Over 5 Hours		1/4 year	1/2 year	Yearly
Apr – Sept 2012	30,181	8,392	2012	13	22	23
Apr – Sept 2013	25,831	7,762	2013	7	5	114

- Long stay income is down £7,167 compared to last year with Mount Road and Brunel Road South car parks having the biggest reduction. Analysis of the

number of tickets sold shows 630, for over 5 hour tickets less in 2013. This is probably attributable to free HBBC staff parking and a reduction in available spaces (spaces occupied by HBBC and LCC staff). 4,350 fewer tickets purchased in 2013 for under 5 hours stay. This maybe due to the offer of free parking on short stay car parks nearer to the town centre.

- Short stay income is down by £26,766 compared to last year with Church Walk and St Mary's being particularly badly hit. Analysis of the number of tickets sold shows the greatest loss in 1 hour tickets purchased down by 34,334 -28% which is of concern indicating either some staying for longer or an overall reduction in visits. This is only slightly supported by the footfall figures indicating a 41,000 2.2% reduction over the same period..
- The Britannia Centre was also operating on a free basis for approximately 6 weeks during the Summer. Income on short stay car parks was not reduced by a greater amount during this period. Whilst it is impossible to accurately assess the impact of this it is thought to have been minimal.
- Season ticket income is up by £30,600 which is directly attributable to the purchase by LCC of long stay parking permits for LCC staff. As these passes are annual no more income is forecast to year end. A supplementary income approval is requested for this unbudgeted income.
- The current estimate is that car parking income from season tickets and pay and display will be £481,000 (excl VAT) against the revised budget of £425,000. The budget for 13-14 was reduced by £100,000 in anticipation of the closure of the Brunel Road and Bus Station sites which have continued to operate to date.
- When the reduced pay and display charges were introduced contributions of £25,000 from Special expenses area, and £25,000 from the town centre partnership were budgeted for. The Special expenses contribution has been made but no contribution has been received by the town centre partnership.

3.4. CAPACITY THROUGHOUT TOWN CENTRE REDEVELOPMENTS:

- 3.4.1. Mount road car park will be retained throughout the build for the new Leisure Centre.
- 3.4.2. Brunel road North, South and the Bus Station car parks will close in Spring 2014 for the Crescent development this removes current long stay parking for the Hinckley Hub.
- 3.4.3. Occupancy counts provide data on actual demand for spaces. Comparing occupancy counts at peak times and the future availability of spaces reveals that at current demand there are sufficient HBBC car parking spaces to meet demand up to the end of 2016. The Bus Station development will deliver 500 short stay spaces within the town centre.
- 3.4.4. However during the period April to June 2015 there may be a shortfall in short stay spaces. Officers will monitor this closely during the next 18 months and if necessary will recommend the re-designation of some long stay car parks to short stay car parks for this short period. Members will be advised if this is required.

3.5. HINCKLEY HUB CAR PARKING:

- 3.5.1. Officers have evaluated numerous options to increase the off street parking available around the Hinckley Hub. Options for further consideration by

members will be brought forward in due course following more detailed discussions.

3.6. HBBC STAFF PARKING:

- 3.6.1. Free parking for HBBC staff was introduced in June 2013 for a period of 6 months along with a shuttle bus for a trial of three months. Whilst the shuttle bus was valued by some staff and did assist staff in accessing the town centre during lunchtimes, it was not sustainable through use and cost and stopped end of September.
- 3.6.2. 108 staff based at the Hub have been issued with free passes which will expire 31.12.13. and staff have been using the Brunel Road Car Park. On expiry staff will again be offered discounted annual permits paid monthly through Salary Sacrifice which equates to £17 per month. This entitles the permit holder to park in any long stay car park the nearest will be Mount Road. As identified in this report there will be a shortfall in long stay car parking for the Hub on closure of Brunel Road.
- 3.6.3. Members may wish to continue the free period for to when the Brunel Road Car parks close around March 2014.
- 3.6.4. Residents particularly on Rutland Avenue and Willowbank Road have complained regularly of staff from the Hub parking on the residential roads. Whilst this is not illegal subject to not causing an obstruction to pedestrians or other car users, both LCC and HBBC have sought to encourage staff to avoid parking in these areas.
- 3.6.5. Officers are continuing discussions with LCC Highways as to possible Traffic Regulation Order controls for the vicinity of the Hub to assist resident parking.
- 3.6.6. Recent monitoring of the Hub Car Park shows sufficient capacity subject to visitors and staff not overstaying the 2 hour limit. Civil Enforcement Officers have issued Parking Contravention Notices within the car park for such offences. This will be further reviewed now Job Centre Plus has occupied the building.
- 3.6.7. The Travel Plan for the Hub will be promoted again encouraging staff to make alternative provision for getting to work as previously reported.

4. FINANCIAL IMPLICATIONS [IB]

Revenue

A summary of the 2012/13 and 2013/14 financial position for car parking income is detailed below:-

	Latest Budget 12/13	Actual 12/13	Variance	Budget 13/14	Estimated Out turn 13/14	Variance
Season Ticket	-10,000	-25,475	-15,475	-15,000	-45,600	-30,600
Pay and Display	-510,000	-506,834	3,166	-410,000	-435,400	-25,400
Total	-520,000	-532,309	-12,309	-425,000	-481,000	-56,000

The income for the season tickets has been received and a supplementary is therefore requested. The predicted outturn variance from pay and display will be monitored and a supplementary requested in due course.

Revenue - Car Parking Income

- 4.1 The pay and display base budget for 2013/14 was reduced by £100,000 to £410,000 to allow for the closure of Brunel Road North, Brunel Road South and the Bus Station car parks. Due to the delay in the Bus Station development it is anticipated that compared to the budget, there will be an additional £25,400 collected from pay and display machines. This together with the anticipated £30,600 for Leicestershire County Council will result in additional car parking income of £56,000.
- 4.2 Current Estimates for 2014/15 assume that the income budget from pay and display will continue at 2013/14 levels. Users of Brunel Road North, Brunel Road South and the Bus Station car parks will be displaced to other HBBC car parks. If the additional income budget for pay and display income is approved the budget for 2014/15 will be £436,000. The 2014/15 budget assumes current free parking provision remains.

Due to LCC not having confirmed future years parking provision, income from LCC has not been included as a saving for 2014/15.

Revenue - Contributions

- 4.3 The Town Centre Partnership will not be making a contribution of £25,000 although discussions are continuing. The net difference will be a growth item for the 2014/15 budget. The ongoing contribution from Special Expenses Area for 2014/15 will have to be agreed as part of the budget setting process.

Additional Car Parking Provision

- 4.4 On the basis of the Council's current capital programme and associated financing, any additional borrowing required for additional provision of parking, will involve an increase in the Borrowing Limit which will require authorisation by Council

5. LEGAL IMPLICATIONS (AB)

Contained in the body of the report

6. CORPORATE PLAN IMPLICATIONS

The provision of adequate affordable parking assist in the Objectives

- Sustain economic Growth
- Accessible Services for all

7. CONSULTATION

The provision of car parking at the Hub was discussed prior to occupation through the Joint Travel group with LCC and HBBC representation. A Travel Group representing all current partners is continuing to address joint issues.

8. RISK IMPLICATIONS

It is the Council's policy to proactively identify and manage significant risks which may prevent delivery of business objectives.

It is not possible to eliminate or manage all risks all of the time and risks will remain which have not been identified. However, it is the officer's opinion based on the

information available, that the significant risks associated with this decision / project have been identified, assessed and that controls are in place to manage them effectively.

The following significant risks associated with this report / decisions were identified from this assessment:

Management of significant (Net Red) Risks		
Risk Description	Mitigating actions	Owner
Inadequate provision of parking may cause adverse criticism from businesses and residents re access to shops and property	Monitor and provide suitable parking provision relative to demand.	Rob Parkinson/Malcolm Evans

9. **KNOWING YOUR COMMUNITY – EQUALITY AND RURAL IMPLICATIONS**

Adequate provision of disabled parking and general parking to allow access for rural residents wishing to access Hinckley Town Centre and Hinckley Hub.

10. **CORPORATE IMPLICATIONS**

By submitting this report, the report author has taken the following into account:

- Community Safety implications
- Environmental implications
- ICT implications
- Asset Management implications: provision of additional parking will impact on the resources of the Assets Team if procured/ developed by HBBC
- Human Resources implications
- Planning Implications: Planning advice has been obtained for some schemes and will require further detailed advice.
- Voluntary Sector

Background papers: None

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