

**EXECUTIVE 26 MARCH 2014**

**HINCKLEY HUB CAR PARKING UPDATE  
REPORT OF DEPUTY CHIEF EXECUTIVE (COMMUNITY  
DIRECTION)**



Hinckley & Bosworth  
Borough Council

*A Borough to be proud of*

**WARDS AFFECTED: CASTLE WARD**

---

1. **PURPOSE OF REPORT**

- 1.1 To update Executive on the progress made in providing additional long stay car parking for the Hinckley Hub. Executive are asked to agree the short term actions that will be taken to provide car parking until a longer term solution is agreed.

2. **RECOMMENDATION**

- 2.1 Executive agree the actions at:

- 4.5-6 for the use of Rock Garage site as temporary staff parking;
- 4.7 for the use of Westfield Community Centre as parking for LCC staff; and
- 4.9 for the extension of staff concessionary parking for a further six months.

Executive notes the actions at:

- 4.4 for future re-designation of car parks and options for future consideration; and
- 4.8 possible proposals for car parking provision off Willowbank Road

Further reports on these actions will be brought to Executive as required. .

- 2.2 Note that every solution contained in the report will require supporting highway restrictions to be enforced around the location of the Hinckley Hub in order to restrict people's ability to choose a "no cost" and more convenient location to park. This will require LCC support alongside local residents to provide a complete local residents parking solution including yellow line restrictions and enforcement.

3. **BACKGROUND**

- 3.1 The end of January 2014 saw the commencement of the demolition contract for the former Council Offices. This will lead to the permanent closure of the former Council Offices short and long stay car parks and make way for the proposed new Leisure Centre Development and its associated infrastructure.
- 3.2 In May 2014, the commonly used car-park located nearest to the Hinckley Hub in Brunel Road will close to make way for the construction phase of the new Bus Station Development. In its place a 530 short stay car park facility is proposed to support the new retail / leisure development.

- 3.3 In June 2014, the Leisure Centre development on the former Council Offices site will also begin its construction phase. This will cause some minor disruption to the Mount Road long stay car park during highway alteration works. It is anticipated however that Mount Road car park will remain operational during and beyond the construction of the Leisure facility.
- 3.4 The impact of these developments coupled with the impact of the on street parking problems around Argents Mead and on street parking around the Hinckley Hub have led to the suggestion that there is a need for additional long-stay parking within easy walking distance of the Hub.
- 3.5 This report sets out the options for parking solutions and progress made on each.
- 4.0 Existing Town Centre Car Parks
- 4.1 The current situation in Hinckley provides 1261 spaces available (682 short stay, 579 long stay) on 20 car parks. The closure of the Brunel Road and bus station car parks will reduce this by 149 short stay spaces and 123 long stay spaces.
- 4.2 Current peak occupancy for all car parks is 65% or 817 spaces (483 short stay, 334 long stay)
- 4.3 In August 2015, a further 560 short stay car parking becomes available. No additional long stay car parking spaces are to be delivered in the redevelopment of Hinckley town centre.
- 4.4 Re designation of existing car parks.

The complete existing capacity and predicted usage of car parks in the town centre have been the subject of a report produced by Caroline Roffey Head of Street Scene Services. The conclusion of this data collection puts forward the following considerations for the future which will be the subject of future reports-

Options for consideration between Sept 2015 – March 2016

1. Resignation of car parks from short stay to long stay (Mansion street, Trinity Lane East, Thorneycroft, Stockwell Head are possibilities)
2. Changes to HBBC Hub staff parking
3. BID offers to support existing members
4. Introducing a ultra short stay tariff
5. Changes to Leisure centre users parking
6. Reduce cost of season tickets to reduce on street parking

Options for Hub car parks

7. Charge staff for Willowbank car park spaces
8. Introduce Ultra short stay (30 minute spaces)
9. Introduce pay and display for after 2 hours on Hub

#### 4.5 Rock Garage Site

Goodman Development – The Development Director of Goodman has offered the former Rock Garage site adjacent to Johnsons Dry Cleaners on the Rugby Road for an interim car park provision.

This site was occupied by a second hand car sales business. This option is offered at zero rent but a request to cover the Non Domestic Rate liability of the site has been requested, this currently equates to £8,900pa but is subject to negotiation. The site will require the access gates to be repaired / replaced, appropriate signage put in place, appropriate line marking applied to the existing site surface and a surface treatment to kill existing vegetation and weed growth at a budgeted cost of £5k.

Goodman have cleared the parking surface prior to occupation and removed the existing dilapidated feather board fencing to the rear of the site and replaced with a temporary Heras fencing system.

- 4.6 The site will therefore be available for occupation from early May as a staff car park for a six month period with a review at three months to see if terms can be extended.

On occupation, this site will provide parking for 20 cars, this does not allow for disabled bays as this car park would be for Hub occupants only and designated disabled parking is already available within the existing short stay car park. It is proposed to charge for staff parking on this site along with half the spaces for car share vehicles to encourage the development of car sharing.

#### 4.7 Westfield Community Centre

Westfield Community Centre has offered 20 dedicated parking spaces for a cost of £2500 for six months / £5000 per annum. They will paint out an area and it is proposed that this be occupied by LCC staff rather than open access due to the traffic on Rosemary Way and the likelihood of additional vehicles parking in Centre spaces. The cost is financed out of the permit charges already paid by LCC (£32,000) for long stay car park permits. It is a five minute walk which during certain times of day will require the access code to walk through Westfield School gates. It is recommended that this is trialled for six months to ensure adequate usage is made to justify the expenditure. LCC would be expected to manage the allocation.

#### 4.8 Willowbank Rd

We have received a proposal from MRP Developments Ltd which improves the potential number of parking spaces on the previous Willowbank Rd option from 65 spaces to between 100 and 120 spaces. This solution will include the current employment site adjacent to the land vacant for development and would bring about a complete regeneration of the area. MRP have requested pre application advice from Planning following which a detailed business case will be brought to the Council for consideration.

#### 4.9 Free parking permits for Hub based staff

Continuation of free parking permits for Hub based staff to encourage use of the Brunel Road sites (until closure) and Mount Road Long Stay Car Park. This has been offered free of charge to all staff for a six month period from

April 2014. The Travel Plan options will continue to be pushed through attendance at team meetings and intranet promotion.

#### 4.10 Other Options considered

1. Sparkenhoe Business Centre
2. Bridge Road garage site
3. Hinckley Football Club
4. Land adjacent Hawley Road.

4.11 Officers will continue to seek traffic regulations for the surrounding roads with the Leicestershire County Council. This may cause some inconvenience to residents if parking is prohibited during the working week.

### **5.0 FINANCIAL IMPLICATIONS (KP)**

5.1 The known financial implications for the short term parking solutions are documented below. At this time there are a number of uncertainties around the longer term actions which will be established during the decision making period.

#### Solutions for approval

5.2 As outlined in 4.5, the use of the "Rock" garage site has been offered at nil rent. A contribution of £4,450 (based on six months usage) will be required, along with a £5,000 for preparation work. Once negotiated, a supplementary budget request will be required for these costs to be funded from the relocation reserve or general fund balances, as determined by the Deputy Chief Executive (Corporate Direction) in accordance with financial procedure rules.

5.3 Spaces at the Rock site will be offered to paying staff at a rate of £17 per month after salary sacrifice (£21.80 before). Based on the available spaces, this could generate £1308 of income for the Council if fully utilised for 6 months. A supplementary budget for any income will be requested once take up of the spaces is known.

5.4 As outlined in section 4.7, the provision of the Westfield Community Centre for a six month period is £2,500. A supplementary budget for this cost will be approved by the Deputy Chief Executive (Corporate Direction) to be funded from the permit income received from Leicestershire County Council.

5.5 The extension of permits for hub staff for a further six months is not expected to cost the Council any money. Based on car parking activity since the permits were introduced it is not expected that extension of this scheme will impact car parking income.

#### Unknown Financial Implications

5.6 The financial implications for the longer term solutions (Willowbank road and redesignation of car parks) are not known at this current time. Any purchase of the Willowbank car park will require capital financing and General Fund will meet any MRP and interest costs as applicable. The impact on income from displacement will also require quantification once the options are agreed.

## **6.0 LEGAL IMPLICATIONS [MR]**

6.1 Licenses for the Rock Garage site and Westfield Community Centre have been drawn up and are awaiting return. Contained within report.

## **7.0 CORPORATE PLAN IMPLICATIONS**

The successful operation of the Hub and car parks around the town supports the aims of:

A vibrant place to work and live

Providing value for money and proactive services

## **8.0 RISK IMPLICATIONS**

Management of significant (Net Red) Risks		
Risk Description	Mitigating actions	Owner
Adverse publicity from residents relating to staff and visitor parking around the Hub	Proposed actions along with traffic regulation	R Parkinson

## **9.0 KNOWING YOUR COMMUNITY – EQUALITY AND RURAL IMPLICATIONS**

## **10.0 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
- Human Resources implications
- Planning Implications
- Voluntary Sector

---

Background papers: Executive Briefing – 7<sup>th</sup> November 2013  
Report of Chief Officer (Environmental Health)

Contact Officer: Rob Parkinson 5641 Chief Officer (Environmental Health)

Malcolm Evans 5614 Estates & Asset Manager

Caroline Roffey 5782 Head of Street Scene Services

Executive Members: Cllr Keith Lynch