

Agenda Item IMD5

INDIVIDUAL EXECUTIVE MEMBER DECISION REFERENCE IMD: 2017/05

TITLE	Carnival multi-storey car park - proposed off-street car park Traffic Regulation Order 2017
DECISION TO BE MADE BY	Cllr. Malcolm Richards, Executive Member for Highways and Transport
DATE AND TIME	27th April 2017, 12.30 pm
WARD	Wescott
DIRECTOR	Josie Wragg
REPORT TO BE PUBLISHED ON	19 th April 2017
VENUE	Shute End, Second Floor Landing Meeting Room

OUTCOME / BENEFITS TO THE COMMUNITY

Ensuring appropriate town centre car parking provision which balances the needs of short-term visitors to Wokingham town centre and leisure users, whilst still allowing some long-stay parking, in the context of changes to the location of car parking in Wokingham town centre.

RECOMMENDATION

The Executive Member is asked:

- 1) To approve the Traffic Regulation Order as advertised

SUMMARY OF REPORT

This report summarises the charges and operations proposed for the new Carnival Multi-storey Car Park, responds to the objection from the consultation on these proposals, and recommends a decision to the Executive Member for Highways. The proposed TRO adds the following changes to this site:

- Name Change – Pool is removed from the car park name to reflect the wider usage beyond that of the leisure facility
- Vehicle restrictions – Informs users of the height restriction to enter the car park, the user of parent and child and electric vehicle dedicated spaces, and aligns the weight restrictions with other council car parks
- Length of stay – Extends the usage of the car park to 24/7 to support the aims of Regeneration and align it with other council car parks
- Charging regime – Sets the 10 hour rate at £7 and aligns all other charges to the council car parks

Background

The TRO was advertised on 19th day of January 2017 and copies of the legal documents were sent to statutory consultees and local members. Only 1 response was received, as follows:-

Letter / Email from	Comment/Objection	Officer Comment
Wokingham Town Council	<p>The Town Council agrees that charges must be levied but requests that they be reviewed when the alternative scheme in Woodley has been evaluated.</p> <p>As a measure to increase footfall in the town, the Town Council would like to see the daytime charges for 1 to 6 hour parking increased by 20p and free parking introduced between Saturday lunchtime and Monday morning, and Bank Holidays.</p>	<p>The council agrees to reviewing the charges and usage of Carnival Multi-storey car park. This review should include the impact of the charges, but should be broader in scope, including the changed usage of the council car parks under the new arrangements. This review should also consider the impacts both during and after regeneration works. Such reviews are more comprehensive with data over a longer period of time, so as to account for seasonal variation that occurs from weather events, holiday etc. It is anticipated that this review will take place once the required parking data is available. The timescales to review Carnival Multi-storey charging do not coincide with the review of the Woodley car parking trial. They are also matters of separate Traffic Regulation Orders and as such, cannot be considered within the same review or Executive Report on the Woodley car parking trial.</p> <p>To this end, the council also note the alternate charging regime proposed by Wokingham Town Council. As a first step, a similar methodology to that considered by the Woodley car parking trial has been applied to the proposed charges set out in the objection. On financial review, the Wokingham Town Council proposal would cause a loss of income to the council and as such, will not be considered at this time. In addition, the impact of the regeneration works on the town centre is unquantifiable at this stage. The concerns about turnover noted by Wokingham Town Council may not materialise. The proposal could be considered again at such time as turnover issues arise during the regeneration project via monitoring of ticket sales in the car parks and through usage surveys.</p>
	The stated vehicle weight limit of 3000cwt should probably read 3	The council acknowledges that the weight is more commonly understood as 3 tonnes and shall make the amendment accordingly.

	<p>tonnes, and this should be increased to 3.5 tonnes to allow larger cars to access the car park.</p>	<p>With regard to the weight limit for the Carnival MSCP this is in line with the recent weight increase in all of the council car parks to 3,000 kg. Our concern with changing the weight limit to 3.5 tonnes at this car park would be if this weight limit were to be introduced in our other car parks for consistency. A 3.5 tonnes weight limit would allow medium sized commercial vehicles to use this car park, which is not considered suitable. Although in this case these vehicles will be unable to enter this car park due to the height limit, changing the weight across the board would allow such vehicles to use other car parks that do not have a height restriction.</p> <p>Officers carried out research and comparisons with other councils regarding this and 3,000 kg will cover larger vehicles such as Range Rovers, BMWs, small vans, etc. No evidence of vehicles weighing more than around 2,700/2,800 kg in the domestic vehicle and small van ranges was discovered.</p>
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Analysis of Issues

Consultation is valuable to the Traffic Regulation Order process in that it allows the council to understand its stakeholder's views. For the reasons set out above, the council proposes to enact the Traffic Regulation Order as set-out in the original documentation. However, the objection from Wokingham Town Council will be considered in the borough-wide parking policy which is being reviewed this calendar year.

FINANCIAL IMPLICATIONS OF THE RECOMMENDATION

The Council faces severe financial challenges over the coming years as a result of the austerity measures implemented by the Government and subsequent reductions to public sector funding. It is estimated that Wokingham Borough Council will be required to make budget reductions in excess of £20m over the next three years and all Executive decisions should be made in this context.

	How much will it Cost/ (Save)	Is there sufficient funding – if not quantify the Shortfall	Revenue or Capital?
Current Financial Year (Year 1)	N/A	N/A	N/A
Next Financial Year (Year 2)	N/A	N/A	N/A
Following Financial Year (Year 3)	N/A	N/A	N/A

Other financial information relevant to the Recommendation/Decision

In proposing the charging regime for the car park, some modelling work has been done to understand the revenue implications that these charges will have for the Council. This should be seen in the context of closure of the other town centre car parks once the regeneration works at Elms Field start (namely The Paddocks and Wellington House car parks) and the difficulty of forecasting the split in usage between short-stay and long-stay users in the new multi-storey car park. Monitoring of usage and costs will follow a review of the charges as discussed in the body of the report.

Cross-Council Implications

The successful operation of the Carnival multi-storey car park will enable the implementation of other town centre regeneration projects, in particular the Elms Field project which will result in the closure of the Paddocks and Wellington House car parks.

SUMMARY OF CONSULTATION RESPONSES

Director – Finance and Resources	No response
Monitoring Officer	No response
Leader of the Council	No response
Town and Parish Councils	
Wokingham Town council	Are satisfied with the response to their earlier comments within the report, and agreed to make no further comments.
Local Ward Members	
Mark Ashwell	No response
Alistair Auty	No response
Ullakarin Clark	No response
Chris Bowring	No response
Dianne King	No response
David Lee	No response
Julian McGhee-Sumner	No response
Philip Mirfin	No response
Imogen Shepherd-DuBey	Comments have been received relating to broad range of parking issues; however concerns raised within the comments are beyond the scope of this IEMD report. These will be addressed directly with the Member outside of this IEMD process.
Oliver Whittle	No response

List of Background Papers

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