



EXECUTIVE BOARD DECISION

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| REPORT OF: | Executive Member for Environment Executive Member for Resources |
| LEAD OFFICERS: | Director of Environment and Leisure |
| DATE: | 8 February 2018 |

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| PORTFOLIO/S AFFECTED: | Environment |
| WARD/S AFFECTED: | All |
| KEY DECISION: | YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> |

SUBJECT: Extension to Brown Street Car Park

1. EXECUTIVE SUMMARY

Brown Street car park opened in November 2016 and is now the busiest flat surface pay and display car park operated by the Council. There is a demand for additional parking permits on Brown Street however, the Council has not been able to meet this demand as it would impact on pay and display customers who use the car park and would adversely affect income overall.

The Council owns a large area of land which is located between Brown Street car park and the Bus Station. This land is uneven and unkempt and apart from having been used for a couple of fairground events, the land is unusable in its current poor condition.

It is proposed that this area of land is converted into a pay and display car park with access via the existing Brown Street car park. The Council is confident that it can generate sufficient income on the Brown Street extension over a two year period to repay the investment required to create the extended car park.

In order to undertake the work as expediently as possible, the design and build of the new car park will be procured via the Council's Contractor and Development Framework. The extended car park should be open and available for public use by early May 2018 prior to the 2018 Festival of Making event.

2. RECOMMENDATIONS

That the Executive Board:

Approves the investment required to create a new car park extension to Brown Street car park to support the town centre economy and generate additional income for the Council.

3. BACKGROUND

Brown Street car park lies between Ainsworth Street and Penny Street (on the former temporary bus station site). The 107 space car park opened in November 2016 just prior to the Christmas light switch on. Usage on the car park was low during the first few months but as people visiting the town centre became accustomed to the car park being open and available for use, the usage has increased significantly.

Brown Street car park is now the busiest flat surface car park operated by the Council. The car park is used by customers who pay and display and customers who have paid for parking permits. The Council has had requests for more permits to be issued on Brown Street but has refused to do so as it would prevent pay and display play customers from using the car park which could adversely affect income.

Brown Street Car park – Extension

The Council owns a large area of land which is located between Brown Street car park and the Bus Station. This land is uneven and unkempt and apart from having been used for a couple of fairground events, the land is unusable in its current condition.



A survey has been completed on the land along with an assessment of drainage requirements and land levels. It is estimated that this piece of land could accommodate up to 120 car spaces, for which parking services believes there is a demand.

It is therefore proposed that this piece of land is converted to a pay and display car park for people who work, shop and visit the town centre. In order to undertake the works as expediently as possible, the design and build of the new car park will be procured via the Council's Contractor and Development Framework.

The contractors on the framework will be given 4 weeks to return their design and build proposals. Following an evaluation, the most economically advantageous tender will be accepted and the work will commence within two weeks following the award of the contract. The new extended car park should be open by early May 2018 in time for the 2018 Festival of Making Event.

4. KEY ISSUES & RISKS

Brown Street car park opened in November 2016 and is the busiest flat surface car park operated by the Council. The Council believes that there is a demand for additional car parking spaces to accommodate people who work, shop or are visiting the town centre.

It is proposed that a car park extension is created by using Council owned land located between Brown Street car park and the Bus Station.

The income from the car park extension over a two year period would cover the cost of levelling and resurfacing the land to create the new car park.

The area of land which the proposed car park extension occupies is earmarked for Town Centre development however it is recognised that any development would take a minimum of two years to bring to fruition therefore the land has no obvious use beyond a temporary car park in this interim period.

5. POLICY IMPLICATIONS

Creating a new car park extension to Brown Street car park supports the Council priority of Making your money go further.

6. FINANCIAL IMPLICATIONS

In order to undertake the works as expediently as possible, the design and build of the new car park will be procured via the Council's Contractor and Development Framework. The contractors will be given 4 weeks to return their design and build proposals. Following an evaluation process, the most economically advantageous tender will be accepted and the work should commence within two weeks of the award of the contract.

7. LEGAL IMPLICATIONS

When the Brown Street car park opened a Traffic Regulation Order was put in place to enable the Council to enforce if the people parked in contravention to the conditions set out on the signage and tariff boards located within the car park. When the traffic regulation order was prepared and brought into force, it also included the area of land adjacent to Brown Street which is now proposed to be

converted to a car park so it is not considered necessary that a new or additional TRO will be required. Accordingly the new carpark will operate on the same terms and conditions as that part which is currently operating.

8. RESOURCE IMPLICATIONS

Officer time will be required and met from within the current parking services team to establish the new pay and display car park. All equipment and signage costs will be funded by Parking services as part of this proposal.

9. EQUALITY AND HEALTH IMPLICATIONS

Please select one of the options below. Where appropriate please include the hyperlink to the EIA.

Option 1 Equality Impact Assessment (EIA) not required – the EIA checklist has been completed.

Option 2 In determining this matter the Executive Member needs to consider the EIA associated with this item in advance of making the decision. *(insert EIA link here)*

Option 3 In determining this matter the Executive Board Members need to consider the EIA associated with this item in advance of making the decision. *(insert EIA attachment)*

10. CONSULTATIONS

11. STATEMENT OF COMPLIANCE

The recommendations are made further to advice from the Monitoring Officer and the Section 151 Officer has confirmed that they do not incur unlawful expenditure. They are also compliant with equality legislation and an equality analysis and impact assessment has been considered. The recommendations reflect the core principles of good governance set out in the Council's Code of Corporate Governance.

12. DECLARATION OF INTEREST

All Declarations of Interest of any Executive Member consulted and note of any dispensation granted by the Chief Executive will be recorded in the Summary of Decisions published on the day following the meeting.

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| CONTACT OFFICER: | Martin Eden |
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| DATE: | 24 January 2018 |
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| BACKGROUND PAPER: | |
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