

Reference	3OP10
Executive Director	Donna Ball
Cabinet Member	

Section A

Service Area	Operations
Budget Option Description	District Car Parking

Budget Reduction Proposal – Detail and Objectives
<p>(What are we trying to achieve)</p> <p>To undertake a review and to consider implementation of district car parking charges.</p> <p>(Why are we doing this)</p> <p>To determine if district car parking charges can be implemented without adversely impacting the vibrancy of our district centres. To protect residential areas we will need to consider a resident parking zone(RPZ) in the immediate vicinity of the car parks. This will be necessary to ensure motorists do not park in the residential streets, rather than pay the proposed rates suggested below. This element of the scheme is essential to ensure local residents are not impacted by this proposal</p> <p>What is the solution?</p> <p>A strategic review of all Parking Services controlled district car parks will be commissioned to assess the viability and likely consequences of implementing a regime of car parking charges.</p> <p>(How will this benefit?)</p> <p>Increase in parking revenue.</p> <p>Any surplus in revenue generated by on street and/or off street car parking charges must be used in accordance with Section 55 of the Road Traffic Regulation Act 1984.</p>

Summary of Cost Savings/Income Generation.

Financial Information

It should be noted that any predicted increase in revenue must be used in accordance with Section 55 of the Road Traffic Regulation Act 1984. This restricts the use of the income to the management and maintenance of car parking services and other highway/transportation related

works. It would therefore be permissible to use any additional income to enhance the standard of our car parks, which often create a first impression of our district centres.

Additional income will not be fully achieved until implementation of RPZs are complete. Residents will incur an ongoing annual charge £35 per RPZ permit.

Multiple charging tariffs and occupancy levels have been considered, however officers believe that a flat charging regime of £2 with 50% occupancy is likely to be supported by the strategic car parking review.

The Fairfax Road and Longfield Centre car parks account for approximately 40% of our district car parking spaces. These car parks are due to be redeveloped as part of the imminent Prestwich Regeneration Scheme. The income generated by the redeveloped car park is included below based on the indicative charging regime described earlier, but the management costs for this car park are unknown and are not included in this document. The potential income generated by this proposal is set out below, with deductions for the operational costs detailed lower in the report.

Summary of Cost Savings/Income Generation	24/25 £000	25/26 £000	26/27 £000
Part year additional savings		55	
Full year additional savings			126
TOTAL			

Section B

What impact does the proposal have on. Set out any impacts (positive and negative) on performance and costs

Property
The current district car parks will move to being chargeable. To support this, there would need to be infrastructure work required to install the pay and display machines.
Service Delivery
Organisation (Including Other Directorates/Services)
Not Applicable
Workforce – Number of posts likely to be affected.
There will be an increase in staff to manage the additional work that this scheme will generate
Communities and Service Users

This scheme represents an introduction of a charging structure for something our communities and service users have not previously paid for. Therefore, an extensive and wide ranging consultation plan will sit behind this scheme.

Other Partner Organisations

Section C

Key Risks and Mitigations

Risks	Mitigations
New/increased charges may drive parkers away from the car parks to seek free parking elsewhere i.e. on-street in adjacent residential areas.	Introduction of parking restrictions/residents parking schemes and other TROs
Financial assumptions - a tariff has not been set and how car park occupancy will vary based on which tariff is selected is not known.	Consultants to be appointed to carry out review of parking assets and to develop a strategy for charging with likely impacts modelled.
Future disposal of the Council's car parking assets.	Car park income to be a consideration in regeneration/improvement plans.
Political/reputational risk	Public and businesses likely to be against implementation of district charging and increased in tariffs.

Key Delivery Milestones

Include timescales for procurement, commissioning changes etc.

Milestone	Timeline
Completion of strategic car parking review.	Dec 2024
Implement Statutory Orders (Parking Places Order)	Mar 2025
Procurement/Delivery/Installation – P&D Machines and Signage	Oct 2025
Establish RPZs and install other Traffic Regulation Orders	Oct 2026

Section D

Consultation Required?	Yes – Extensive (Not Staff)
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N/A	Start Date	End Date
Staff		
Trade Unions		
Public		
Service User		
Other		

Section E***Financial Implications and Investment Requirements***

Investment requirements – Revenue and Capital
<p>Capital Required: Implementation of district charging will require P&D machines and new signage, approx. £170k required in 2025/26. RPZ design and implementation costs of approx. £50k required in 2026/27.</p> <p>Revenue Required: Additional enforcement contract costs of approx. £40k/annum and additional PCN processing and administration costs of approx. £25k/annum and a £15k revenue/maintenance cost for the charging apparatus</p>
Finance Comments – Will the proposal deliver the savings and within the agreed timescales?

Section F***Sign-Off***

	Signature	Date
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Executive Director		
Chief Executive		