



# CAR PARKS

TOWN COUNCIL MEETING

REPORT 19/20

9 MARCH 2020

The purpose of this Report is to ask Member's to consider and agree the Town Council's options for an agreement with the Isle of Wight Council on the management of the town's Car Parks with particular reference to the Central Car Park.

## No. DETAILS

### 1) BACKGROUND

- a) The Town Council submitted its Business Case to take on the management of the town's other four car parks on similar terms to those in place in the four it already manages in December 2018; we have been told that we can expect a response following the Isle of Wight Council's consideration of its Parking Strategy in May – although it is not listed in the current Forward Plan.
- b) The purpose of the submission was to allow the Town Council flexibility in the tariffs and usages for the town's car parks as part of its regeneration strategy.
- c) Recent developments have led to two very specific requirements for the use of the Central Car Park:
  - o the need for four parking bays as the site for the new Public Toilet; and
  - o the requirement to allocate at least a further 12 parking bays as short stay, free for one hour, as replacements for the current on street parking.
- d) In respect of the four needed for the Public Toilet, the Isle of Wight Council is proposing a lease arrangement at a rent of £5,800 a year.
- e) For the other 12, the current position of the Isle of Wight Council is that these can be provided as long as there is no loss of income to it as a consequence.

### 2) COSTS

- a) The Isle of Wight Council's income from the Central Car Park has averaged £76,000 a year in recent years as a consequence of the charges applied to its current 81 parking Bays.
- b) When its proposed increase of the one hour charge by 20p is applied its yearly income would be expected to rise to £91,000 assuming no response reduction in its use.
- c) Consequently, it could be argued that the loss of income from losing the income from 16 of the 81 spaces would be of the order of £18,000 a year.
- d) That loss would be reduced to around £12,500 a year if the 12 replacements proposed to replace the current on street parking were to be charged at £1 for the first hour.
- e) The current annual income from the Eastern Esplanade and La Falaise car parks has averaged £67,000 in recent years and would be expected to rise to £71,000 when the Isle of Wight Council's latest increase is implemented.

### 3) OPTIONS

- a) *Increase the number of parking bays*
  - o The possibility of increasing the number of parking bays available in the Central Car park has been discussed by the Assets and Services Working Group on the basis of a proposed (amateur) redesign by Nick Cox that is attached to this Report.
  - o It was sight of this proposal that led the Isle of Wight Council's Director of Regeneration to make the statement included in paragraph (f) of section (1) above.
  - o This Option involves no loss of yearly income but requires a significant initial investment from either or both of the Councils.

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- b) *Adopt the Town Council's Business Case*
  - c) Transferring the management of the other four car parks to the Town Council on the same terms as the other four transfers the risk to the Town Council and again involves no loss of income to the Isle of Wight Council.
  - d) By increasing the income from the Eastern Esplanade and La Failaise Car Parks by 25% would meet the cost of making 12 of the Central Car Park bays free for the first hour and by 17% if the 12 were charged at £1 for the first hour.
  - e) Both of these totals could be reduced by increasing the charges in the four Car Parks the Town Council currently manages that have remained at the level set in 2015.
  - f) *Challenge the Isle of Wight Council's unwillingness to contribute*
    - Although Ventnor's central area is in the most deprived 10% nationally and the fourth most deprived area on the Island and Upper Ventnor is in the most deprived 10% nationally on Income deprivation affecting children, Ventnor has neither received, nor is promised, any resource input from the Isle of Wight Council's Regeneration funding or planning.
    - The injustice of this has been recently highlighted by the Isle of Wight Council's apparent commitment to fund the refurbishment of Sandown's Esplanade toilet facilities.
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#### 4) RECOMMENDATION

Members are recommended to:

Consider the options identified in Section (3) of this Report and any others that arise from this meeting and agree appropriate next steps.

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## AMATEUR REDESIGN OF VENTNOR CENTRAL CAR PARK

## Current Configuration



## Alternative Configuration

## VENTNOR CENTRAL CAR PARK

### Grass verges reclaimed for additional car park spaces



## Notes

The original rationale was simply to provide an additional 12 short-stay bays to overcome the loss/move of the free half hour bays located in the main High Street – in effect to remove car parking from the High Street, improve traffic flow and prevent congestion and to increase 'people' safety and accessibility.

The current car park configuration (East side – excluding the disabled bays), can take 45 vehicles excluding the small space for motorcycles designated as M/C.

The alternative configuration, East side – excluding the disabled bays, takes the car parking capacity to 57 bays. Thereby raising the capacity by 12 more bays.

Initially, the redesign aimed and achieved nearly 24 more bays – East side, but common sense and Highway Regulations prevented such a move.

In essence, the grass verges South-side and East-side are removed to provide a larger car parking footprint and therefore potential for more parking bays.

The spare ground also, to the South East of the car park adjacent to the main road, could provide an alternative exit route. Thereby removing the need for vehicles to travel back to the main entrance to leave the car park.

Although only 12 extra bays have been secured in this design, the dual highway inside the car park to the East-side could be reduce to single one-way traffic and potentially free up more car parking space. And instead of the 5 horizontal extra length bays against the main road in this design, the 15 bays against the main road could be maintained. Overall providing an extra 22 bays.