

DELEGATED DECISIONS

Tuesday, 01 December 2015

17:30

Room 2 (Civic Offices)

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- 1. Reconfiguration of Parking Space in Central Milton Keynes to 3 - 6
Provide Additional 235 Parking Spaces**
Decision to be taken by Councillor Clifton.
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RECONFIGURATION OF PARKING SPACE IN CENTRAL MILTON KEYNES TO PROVIDE ADDITIONAL 235 PARKING SPACES

Responsible Cabinet Member: Councillor Clifton, Cabinet Member for Economic Growth and Inward Investment

Report Sponsor: Tony Toynton, Interim Service Director, Public Realm

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Executive Summary:

This report seeks to draw down on £300,000 of parking revenue surplus in order to create an additional 235 employee parking spaces in Central Milton Keynes (CMK), by the re-lining of parking spaces.

1. Recommendation(s)

That the use of £300,000 of the parking surplus reserve to create an additional 235 on street parking spaces in Central Milton Keynes be approved.

1. Issues

- 2.1 There is significant pressure on employee parking in parts of CMK and the Council has committed to provide an additional 1,000 employee parking spaces this financial year. An additional 234 employee parking spaces were created in May 2015 as a result of converting premium spaces to standard spaces. An additional 560 employee parking spaces will be created on 7th December 2015 as a result of the DDR taken on 10th November 2015 to create 'Peak Permit' parking spaces.
- 2.2 A feasibility study and design work has indicated that an additional 235 employee parking spaces could be created by regularising the widths of some larger spaces in a continuous run which will give the opportunity to increase the number of parking spaces. The work required to achieve this involves re-lining parts of CMK and standardising the parking space width to 2.3M. This will affect 5, 221 parking spaces. A number of these spaces have been incorrectly marked out in the past and this proposal will increase the width of them to over 2.3M. This is out of a total 21,168 public parking spaces in CMK and therefore the majority of the parking spaces will be unaffected.
- 2.3 A Delegated Decision was taken on 29 September 2015 which authorised spend from the parking reserve on the design work required for this project.
- 2.4 This report seeks approval to proceed with making the on-site changes, which will create an additional 235 employee parking spaces this financial year.
- 2.5 This proposal seeks to regularise the situation on site so that all spaces will be a minimum of 2.3M width. On site measurements have indicated that the current parking spaces range from 2.1M to 2.8M. The existing average parking

space in CMK is 2.44M. These proposals would reduce this slightly to an average of 2.38M.

2.6 The institute of Structural Engineers recommends that long stay parking spaces, with on average 1 vehicular movement per day (this applies to all spaces in scope) be a width of 2.3M.

2.7 All works will be undertaken in the evenings and on weekends to minimise disruption to users.

2. Options

2.1 Various options to create additional employee parking spaces have been investigated including;

- Multi-Storey Car Parks (MSCP)

The cost to build a 1000 space MSCP was estimated at £12M which equates to £12,000 per space. The break -even period on this investment would have been 16 years. A MSCP could also not be delivered within the 1 year time-frame.

- Decking Systems

The cost to deck surface parking in CMK equated to £9000 per space. There were various issues concerning the difference in the ground levels that would have made decking problematic.

- Additional Temporary Surface Parking

The cost to develop temporary surface parking spaces on the future development sites for which we were able to acquire permission would have been £625,000 for 170 spaces, equating to £3,676 per space. This did not represent value for money as the return on investment would not have been achieved in the 3 year period for which the temporary permission applied.

- Re-Lining Spaces to a Minimum of 2.4M Width

When we looked at the impact of making all the spaces a minimum of 2.4M there would have been a net loss of 34 parking spaces in CMK which demonstrates how many are far smaller as it is. 2.4M is the recommended size of spaces according to the Manual for Streets.

2.2 The proposal to re-line CMK to achieve an additional 235 parking spaces is relatively costs effective, at £1,277 per space, especially taking into account that much of the bay divider lining in CMK is already very worn thus the work required doing in any case. It also delivers the objective of providing additional employee spaces. There is no legal size for a parking space although there are various different recommendations, including the recommendation the Council has decided to utilise by the Institute of Structural Engineers - 2.3M width for a long stay parking space.

3. Implications

3.1 Policy

This adheres to the Local Transport Plan 3 and the current CMK Parking Strategy (2008). A revised Transport and Parking Strategy for CMK has been developed although not yet adopted, and this proposal aligns with this. These strategies do not comment of the sizes of parking spaces, only the need to provide additional spaces.

3.2 Resources and Risk

The delivery of the proposal will be managed through a project board and adhere to MK Approach Project Management Methodology including risk management. A risk register for this project is in Grace.

The estimated cost of this work is £300,000 which includes the re-design of blocks where the feasibility work has indicated gains can be made, the weekend and evening hydro-blast removal of existing lines where necessary and the weekend and evening re-lining of all spaces in blocks where gains can be made (not just localised areas).

The funding of the project is from the S55 Car Parking Surplus reserve, where there are sufficient unallocated resources to cover the planned expenditure. This project is expenditure on on-street parking provision and is therefore a legitimate use of the parking reserve.

N	Capital	Y	Revenue	N	Accommodation
N	IT	N	Medium Term Plan	N	Asset Management

3.3 Carbon and Energy Management

Parking charges reduce vehicle usage and congestion levels, positively reducing associated CO2 levels.

3.4 Legal

No legal changes are required to the Traffic Regulation Orders, nor is planning permission required, for this work to be undertaken.

3.5 Other Implications

N	Equalities/Diversity	N	Sustainability	N	Human Rights
N	E-Government	N	Stakeholders	N	Crime and Disorder

Background Papers:

Cabinet Reports of December 2015, February 2015, March 2015
Local Transport Plan 3
CMK Parking Strategy 2008 and Draft Transport and Parking Strategy 2015
Core Strategy
Institute of Structural Engineers – Car Park Designers Handbook 3rd Edition

