

Subject:	Investment in City Infrastructure – Car Park Improvements Phase II		
Date of Meeting:	22 September 2011		
Report of:	Strategic Director, Place		
Contact Officer:	Name:	Austen Hunter	Tel: 29-2245
	Email:	austen.hunter@brighton-hove.gov.uk	
Key Decision:	Yes	Forward Plan No: CAB22050	
Ward(s) affected:	Queen’s Park; Regency; St Peter’s & North Laine		

FOR GENERAL RELEASE**1. SUMMARY AND POLICY CONTEXT:**

- 1.1 This investment is being made in line with the 3 new delivery principles recently established in the council’s third Local Transport Plan [LTP3], which are to ‘maintain, manage and improve’ the city’s transport infrastructure and facilities. The provision and operation of high quality public car parks forms part of the city’s overall transport system and infrastructure that helps to:
- Provide choice for local people
 - Improve the experience of visitors
 - Reduce congestion
 - Reduce anti-social behaviour
 - Support the local economy, tourism and local business.
- 1.2 This report sets out the investment requirements to upgrade 4 car parks in the city centre - Regency Square, Trafalgar Street, Carlton Hill and Oxford Court – by enhancing their access and internal environments to increase public safety and maintain levels of income. The improvements will be delivered through an ‘invest to save’ proposal of up to £4.298 million. The original decision to invest in these car parks was agreed at Budget Council in February 2011.
- 1.3 The additional revenue that is expected to be received from these car parks after they are improved will provide an opportunity to fund carbon reduction transport initiatives, vital transport services for the city (such as free bus travel for the elderly and disabled) as well as other projects of benefit to the city (such as sign strategies as part of the Local Transport Plan). Access improvements will contribute towards reducing congestion by reducing unnecessary traffic circulation and therefore help improve air quality and reduce vehicle noise. Carbon reduction will be encouraged by including electric vehicle charging. The procurement specification will also highlight the requirement to reduce, where feasible, the carbon footprint and environmental impact of the car parks.

2. RECOMMENDATIONS:

- 2.1 That £4.298m of funding be invested in the improvement, in line with the scope of works set out in Appendix B, of Regency Square, Trafalgar Street, Carlton Hill and Oxford Court car parks, with the borrowings to be repaid over a minimum of 10 years.
- 2.2 That Cabinet grant approval for Council officers to undertake an approved process in accordance with the Council's Contract Standing Orders and Procurement legislation and under the guidance of officers from Procurement and Legal Services for the sustainable and legally compliant procurement of relevant works and services.
- 2.3 That Cabinet grant delegated authority to the Strategic Director, Place to approve and award contract(s) following the procurement process referred to above.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 This report sets out an "invest to save" proposal for the improvement of four car parks (previously under the control of NCP), which were brought back in-house by the council in 2008. The car parks are: Regency Square, Trafalgar Street, Carlton Hill and Oxford Court. A location plan of these car parks can be found in Appendix A.
- 3.2 Phase I of the programme of works, at The Lanes and London Road car parks, provides a useful benchmark for quality standards, levels of investment and returns on that investment. In 2011, The Lanes Car Park won the British Parking Award for Best Refurbished Car Park in recognition of the quality transformation achieved. Accredited by the Police with the "Park Mark" for Safer Parking, crime rates have reduced dramatically, customer feedback has been extremely positive and income has increased by over 75% compared to 2008.
- 3.3 At present, the four ex-leased car parks have access difficulties, with unwelcoming and low security environments for users. To promote a positive customer experience, it is estimated that these proposals require a total investment of £4.298 million.
- 3.4 £4m will be funded by borrowing. The remaining £0.298m will be funded using the balance in the earmarked reserve for invest to save car park refurbishment. The estimated level of investment in each car park and its associated access arrangements is:

	Spaces	Investment
Regency Square	507	£2,423,000
Trafalgar Street	284	£1,792,000
Carlton Hill*	50	£64,000
Oxford Court*	36	£19,000
Total investment		£4,298,000

* Carlton Hill and Oxford Court have been completed.

- 3.5 The improvements are projected to result in an increase on current income of between £717,000 and £957,000 per annum with an average payback of £511,000 per annum over 10 years. Elements of the works (e.g. structural works) may be paid back over a longer period. The investment will be paid back through the increase in income.

Borrowed investment	4,000,000
Payback period	10 yrs
Rate	4.72%
Annual payback (average)	-£511,000

- 3.6 Previous experience at the Lanes and London Road, has shown that refurbishment has led to an increase in income of over £900,000 per annum since 2007/08:

	07/08	Tariff uplift	Increased use	10/11	Variance
Lanes	£883,756	53%	18%	£1,588,883	£705,127
London Road	£332,883	33%	20%	£531,037	£198,154
	£1,216,639			£2,119,920	£903,281

All surplus income from car parks is invested back into environmental and transport services such as the provision of free bus travel for the elderly and disabled and other initiatives which will help fulfil council priorities.

- 3.7 Projected income for the proposed programme for the additional four car parks is set out below. These figures reflect a full 12 month operation following completion of the projects. Completion is projected to be in April 2013 (see 3.11 for projected timescales).

	11/12 Forecast	Full year range following completion	Variances
Regency Square	£1,020,000	£1,400,000 - £1,500,000	£380,000 - £480,000
Trafalgar Street	£906,000	£1,200,000 - £1,300,000	£294,000 - £394,000
Oxford Court	£78,000	£90,000 - £105,000	£12,000 - £27,000
Carlton Hill	£159,000	£190,000 - £215,000	£31,000 - £56,000
	£2,163,000	£2,880,000 - £3,120,000	£717,000 - £957,000

Projected additional annual income following refurbishment	£717,000 - £957,000
Annual investment payback (10 years)	-£511,000
Additional income	£206,000 - £446,000

- 3.8 Overall, the projected uplifts are conservative when compared to actual uplifts experienced at Lanes and London Road.
- 3.9 These increases in income assume an increase in tariffs of circa 30%-40%, which reflects the transformation in the quality and safety of the car parks and reflects experiences at The Lanes and London Road car parks following refurbishments and increases in tariffs and usage. Tariffs vary according to the location of the car park. The Lanes is in a prime location and received higher levels of investment and hence a higher tariff increase was applied than at London Road. Regency Square has the greatest potential of the four car parks to achieve comparable results to those in The Lanes.
- 3.10 Other car parks owned by private companies charge higher tariffs. By way of comparison, 3 hours parking at Regency Square currently costs £4.50, whilst Russell Road car park, within 200m, which is not run by the council, costs £10.
- 3.11 The timescale for the programme of works is estimated as follows:

Design development (pre-appointment)	3 months
Tender period	6 months
Design development (post-appointment)	3 months
Main works	5 months
Total project duration	14 months

- 3.12 Detailed designs and costs have been prepared. The works required are set out in Appendix B.
- 3.13 Of the four car parks, Regency Square offers the greatest potential for improvement and therefore increased use, located as it is within 200m of Churchill Square and the central shopping area, the Brighton Centre, cinemas and providing direct access to the seafront. This increased use can be partly achieved by initially attracting a greater number of existing car drivers to the car park, therefore reducing some journey lengths or altering some journey patterns. In addition, the proposed i360 viewing tower immediately to the south of the car park is also expected to have a very significant impact on patronage, although this factor is not included in these projections

Reconfiguration of junction at Regency Square

- 3.14 Reconfiguration of the A259 / Regency Square (west) junction will significantly improve access in and out of the car park for pedestrians and vehicles. A simpler, more direct access and exit route for drivers (in from the east and out to the west) will help to reduce unnecessary circulation into the West Street /

Aquarium / Old Steine / A23 London Road areas. This will reduce pollution and congestion on these routes that are amongst the most congested in the city.

- 3.15 The works to the junction will also improve pedestrian access in this location making it easier and safer to access the seafront and the potential i360 development. Traffic into Preston Street will be reduced allowing potential future improvements to be made. Traffic through the Montpelier area will also be reduced. Traffic may increase on the West side of Regency Square and out of town via Hove. Increases to the delay on A259 traffic will be negligible due to the signal controlled junctions being linked.

4. CONSULTATION

- 4.1 Appropriate consultation will be carried out, in discussion with local ward members, in the light of this report and as soon as draft designs are available.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 5.1 The combined cost of the investment already undertaken at Oxford Court and Carlton Hill, and the proposed new refurbishment work is £4.298 million. This will be funded through unsupported borrowings of up to £4 million and £0.298m from the balance in the earmarked reserve for Invest to Save Car Park Refurbishment. The borrowing will be repaid over a minimum period of 10 years, financed by improved revenue streams at the car parks, as detailed in section 3 of this report.

Finance Officer Consulted: Karen Brookshaw Date: 08/09/2011

Legal Implications:

- 5.2 Any procurement of works and/or services must be undertaken in compliance with procedural requirements as set out in the council's contract standing orders and, where applicable, the Public Contracts Regulations 2006 (as amended). Advice and guidance from Legal Services and Procurement should be sought from the outset of any procurement process.

Lawyer Consulted: Sonia Likhari Date: 03/08/11

Equalities Implications:

- 5.3 As part of the design phase, full Equality Impact Assessments will be carried out to ensure that all aspects of the improvements incorporate appropriate facilities to make them accessible to everybody, and in particular comply with the Disability Discrimination Act.

Sustainability Implications:

- 5.4 As part of the design & procurement phase, sustainability issues will be addressed in accordance with the council's Sustainable Development Strategy. A requirement of the procurement process will be to include in the scope of works low energy lighting, charging facilities, improved disabled access, energy

efficient ventilation, sustainable materials where possible and integration with pedestrian and bus networks. More details on the scope of works can be found at Appendix B.

- 5.5 The city's Traffic Control Centre actively manages demand to car parks by monitoring occupancy levels and informing motorists - in real time - via Variable Message Signs on the road network. This helps to reduce levels of circulating traffic.

Crime & Disorder Implications:

- 5.6 Security and safety measures will be transformed in the same way as they have been achieved with great success at The Lanes and London Road car parks. The introduction of modern access controls, better lighting, 24-hour CCTV surveillance and security support will offer a significantly improved customer experience.
- 5.7 Designs will prioritise security and safety. Achievement of "Park Mark" under the Safer Parking Scheme, administered by the Police, will be a requirement. All necessary measures to discharge the council's duty to prevent crime and disorder will be taken.

Risk and Opportunity Management Implications:

- 5.8 A full risk analysis has been undertaken for this project as part of the business planning process. The risk log will be updated and monitored as the project progresses by the project manager, overseen by the Project Board. Risk mitigation actions that have been identified include achievable income projections; employing specialist professionals to advise on key aspects e.g concrete repairs, prior to awarding the contract; contractual requirements/penalties to ensure completion on time; creating a project team/Board; involving councillors in decision-making where required; and appropriate Health & Safety management.
- 5.9 Financial risks associated with pricing sensitivity and recent proposals by NCP have been assessed, analysed and incorporated within the Business Case Contingency to ensure this remains a viable project.

Corporate / Citywide Implications:

- 5.10 These proposals support the council's key commitments to improve the customer experience, especially tourism, and save money.
- 5.11 As described in more detail earlier in the report, the investment will help contribute towards the strategic, local transport objectives set out in LTP3, which are supporting economic growth (increased visitor / shopper offer); reducing carbon emissions (reduced congestion and improved energy efficiency); promoting equality and opportunity (improved access); contributing towards safety, security and health (safer environment); and improving quality of life (more attractive environment).

- 5.12 Creating a safer, more easily accessible and pleasant parking experience will help to support local business. Special rates for overnight parking will further help to promote tourism, supporting local hotels and encouraging visitor spend in the city.
- 5.13 Special rates for residents will help to reduce parking waiting lists in the area.

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

- 6.1 The alternative to do nothing was considered however this would constitute a failure to manage and maintain essential council assets, make it impossible to meet the income objectives, detailed at 3.7 of this report, and achieve the wider policy objectives set out in section 5.

7. REASONS FOR REPORT RECOMMENDATIONS

- 7.1 This investment will substantially improve car park access, security, environment and further help provide choice for local people and improve the experience of visitors, therefore supporting tourism and local businesses. Improved vehicle and pedestrian access arrangements will also reduce unnecessary traffic circulation and journeys into the city centre.
- 7.2 It is being made in line with the 3 new delivery principles recently established in the council's third Local Transport Plan [LTP3], which are to 'maintain, manage and improve' the city's transport infrastructure and facilities.
- 7.3 It is also consistent with the principle of seeking to make off-street car parking more attractive than on-street in order to reduce pressure on those spaces and reduce the intrusion of vehicles in central areas.
- 7.4 The additional revenue that is expected to be received from these car parks after they are improved will provide an opportunity to fund carbon reduction transport initiatives, vital transport services for the city (such as free bus travel for the elderly and disabled) as well as other projects of benefit to the city.

SUPPORTING DOCUMENTATION

Appendices:

Appendix A – Location of sites

Appendix B – Scope of works

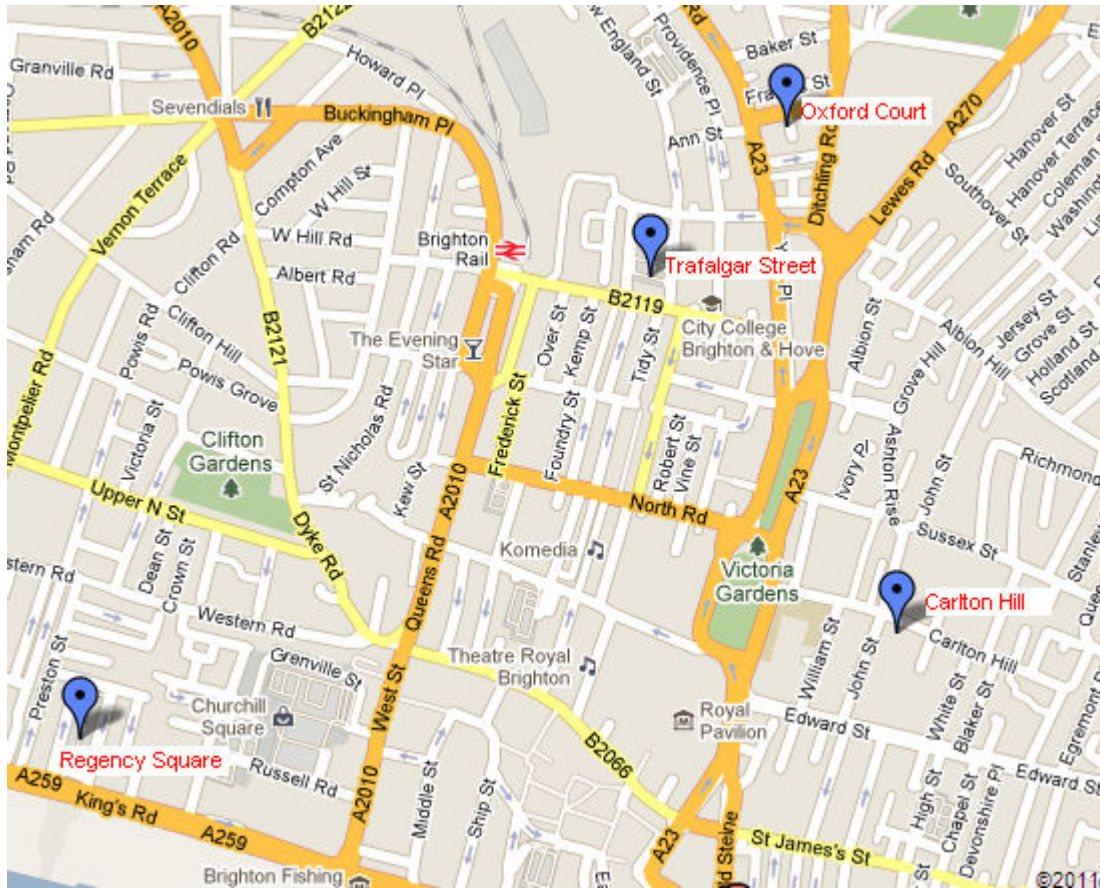
Documents in Members' Rooms

None

Background Documents

1. Budget Council approval ~ February 2011
2. BHCC Procurement Toolkit
3. BHCC Third Local Transport Plan [LTP] - 2011
4. BHCC Annual Parking Report

Location of sites



	Spaces
Regency Square	507
Trafalgar Street	284
Carlton Hill	50
Oxford Court	36

Scope of works

Regency Square

- Reconfiguration of main access on A259 to include a new pedestrian crossing
- Provide secure car parking restricting vehicular and pedestrian access to customers only.
- Undertake essential repairs to structure and refurbish.
- Replace parking management systems, fire alarm, CCTV and connect to the city's Traffic Control Centre.
- New lighting installation and controls in order to reduce electricity consumption and enhance environment for customers.
- Reconfiguration of parking spaces to provide additional spaces and defined disabled parking spaces.
- Enhance health and safety by creating pedestrian designated walkways and provision of barriers and railings.
- Alteration works to 'close off dead areas' to discourage anti-social behaviour.
- Signage strategy to ensure easy wayfinding and co-ordination with principal destinations for pedestrians and drivers.

Trafalgar Street

- Provide secure car parking restricting vehicular and pedestrian access to customers only
- Undertake essential repairs to structure and refurbish
- Apply corrosion inhibitor to structure and anti-carbon coating and membrane coating system to car park decks in order to prolong life-span of existing structure
- Replace parking management systems, fire alarm, CCTV and connect to the city's Traffic Control Centre
- Improve vehicular circulation by connecting levels
- Sprinkler repairs
- Redecoration of walls / columns and soffits to improve environment
- New lighting installation and controls in order to reduce electricity consumption and enhance environment for customers
- Reconfiguration of parking spaces to provide additional spaces and defined disabled parking spaces
- Enhance health and safety by creating pedestrian designated walkways and provision of barriers and railings
- Alteration works to 'close off dead areas' / certain staircases to discourage anti-social behaviour
- Signage strategy to ensure easy wayfinding and co-ordination with principal destinations for pedestrians and drivers.

Carlton Hill Car Park

- replacement to perimeter fencing (to north and west elevations)
- removal of rubbish and asbestos behind old fencing
- replacement to perimeter edge protection (to north, south and west elevations)

- reconstruction of damaged boundary wall to south elevation
- repair and decoration of wall facing Kingswood Street
- replacement of height restrictor
- white lining works
- signage replacement
- cleaning of drains

Oxford Court Car Park

- white lining works
- re-connect and meter existing central lighting column
- repairs / re-lamping to lighting column
- protection to lighting column
- enhance lighting over pay-machine
- signage replacement

