

Car Park Strategy 2007 - 2012.

1) Background.

1.1) The 2007 – 2012 Car Park Strategy seeks to build on the off-street parking strategy agreed by the Executive in December 2004.

The current strategy position is referred to in Appendix B of this report.

1.2) The revised strategy takes into account the on-street parking restrictions introduction when the “enforcement” of on-street parking regulations came into force in August 2007.

1.3) The District Council needs to take into account the County Council’s Parking Strategy as the Highway Authority. The report reflects those strategies where it can and seeks to link them where possible.

County Council policies are set out in Appendix B of this report.

1.4) The County is undertaking a viability study into a Park and Ride scheme for Warwick / Leamington. The District Council will need to consider the conclusions of that study and enter into discussions with the County Council regarding the potential impact of P&R on the vitality and viability, the parking provision and the off-street parking income on which the District relies.

2. Improvement programme.

The improvement programme is detailed in Appendix 2 of the main Executive report.

2.1) By the end of March 2007 £140,000 had been spent on improvements to off-street car parks across the District. This includes the upgrade to the bridge link at Covent Garden car park, the introduction of Pay on Foot at Covent Garden and improvements to the car park at Abbey End.

2.2) Plans for 2007/08/09 include the provision of new Pay & Display equipment in those off-street parking locations in which Pay on Foot will not be economically viable, the introduction of a Variable Message Signage scheme in Leamington and Warwick (funded by Warwickshire County Council), the upgrade of the CCTV scheme across car parks and the upgrade of CCTV at Covent Garden car park.

2.3) The cost of the improvements to Covent Garden will be in the region of £600,000. As a result we will be providing a first class car park with 530 Pay on Foot spaces linked to the VMS scheme in the town.

2.4) The current improvement programme comes to an end in 2009/10. Plans have been made in the budget for on-going investment in off-street car parks from 2010/11 aimed at maintaining the quality of car parks at the level expected by customers. This is detailed in section 2.3 maintenance programme.

2.1) Variable Message Signs.

2.1.1) The County Council agreed to fund VMS in Leamington as part of the LUMP programme back in 2004 and in Warwick in recognition of the release of land at Westgate car park to allow for the construction of a bus terminus for the town.

2.1.2) The Leamington VMS scheme will be delivered alongside the introduction of “parking enforcement” and the Warwick VMS scheme is planned to be delivered prior to the commencement of development work on Westgate car park now expected to be in January 2008.

2.1.3) Both VMS schemes will highlight spare capacity at the major car parks and be located on the main entry routes to the town. They will offer “real time” information which will allow drivers to identify where spaces are available. The use of “hard” signage will then direct drivers to the car parks.

2.2) Development Programme.

2.2.1) A planning application was granted in October for an additional 270 spaces to be built on the Covent Garden surface car park adjoining the existing multi-storey car park. Plans to commence construction were put on hold as the tenders for the construction of the car park were well above estimate and until the future of the Chandos Street site was confirmed.

2.2.2) The District Council, having taken into consideration the desire to develop the Chandos Street car park site, will now seek invest those spaces planned at Covent Garden into the Chandos Street site thus allowing a car park of around 500 spaces to be included in that development.

2.2.3) The construction of the retail development at Chandos Street car park will result in the short term loss of 200 spaces (155 off-street and 45 on-street spaces). In order to try and mitigate the short term loss of spaces whilst the development of Chandos Street site is taking place the District Council is now planning to undertake a major upgrade of the existing Covent Garden multi-storey car park at a cost of £600,000 and the provision of a temporary parking deck over the existing Covent Garden car park.

2.3) Maintenance programme.

2.3.1) Car parking maintenance programme for future years on Multi-storey and Surface Car Parks is detailed below.

2.3.2) The three multi storey car parks owned by the Council were originally designed for a 40 year design life before the need to replace them, or undertake major works. The car parks at Linen Street and Covent Garden have both very nearly reached the end of their design life. (2008/2009)

2.3.3) Engineering Services has therefore commissioned testing on the durability aspects of the concrete elements within the structures. Reports have been received about the carbonation and chloride attack to the steel reinforcement in the structure for all the multi-storey car parks. The testing was undertaken by STATS Ltd and accessed by independent structural design consultants, Barnevald's.

2.3.4) The outcome from the reports is for a definite need to undertake structural repairs and the application of preventative measures within the next 2 years. These have been balanced against potential costs and the projected life span of the structures to enable decisions to be taken on what level of funding the Council may want to commit to keep these structures usable for the next 25 to 30 years. The alternative is to simply wait until they fail and then replace them at the appropriate cost with a significant loss of parking provision and income.

2.3.5) Immediate Costs, 0 to 5 years;

Major works of £1.628 m, inclusive of anticipated electrical costs, will have to be undertaken to all three car parks within the next 2 years. Failure to undertake these works will reduce the effective lifespan of the car parks by 5 years. It is planned that this work will be funded in part by the capital receipt from the development of Bedford Street car park.

Following on from the major works, there will still be a further need for ongoing maintenance costs in the order of £0.094 m for a five year period.

2.3.6) Medium Term, 5 to 15 years;

Further major works of £0.763 m and ongoing maintenance costs of £0.181 m, will have to be undertaken to all three car parks over this period. Failure to undertake these works will again reduce the effective lifespan of the car parks by 5 years.

2.3.7) Longer Term, 15 to 30 years

Major works of £0.760 m and ongoing maintenance costs of £0.159 m, will have to be undertaken to all three car parks over this period.

In total over the 25 years a cost of £3.328 m will have to be expended on these 3 car parks.

2.4) Impact of “parking enforcement”.

2.4.1) On-street parking enforcement came into force on Monday 6th August 2007. From that date the District Council acting as an agent of the County Council is responsible for enforcing both the off-street and on-street parking regulations under the terms of the 1991 Road Traffic Act.

2.4.2) It is anticipated that parking enforcement will initially create a significant impact across the District as drivers discover that the on-street parking regulations are now being enforced and on-street charging has been introduced in many of the commercial streets in the main town centres.

2.4.3) Significant levels of abuse of the current on-street regulations were identified in the on-street surveys undertaken as part of the ARUP report on DPE in November 2004. In particular there was significant abuse of the short stay on-street spaces by all day parkers and vehicles parking on double yellow lines and the pavement.

2.4.4) Whilst we expect there to be some shift into off-street car parks as a result of the proper enforcement of the regulations there is insufficient information to allow us to make any firm predictions. A planned review of the impact on parking is planned towards the end of 2007.

2.4.5) We have ignored any increase in our off-street usage / income for 2007/08 based upon the displacement from on-street. We will therefore monitor the performance of the off-street car parks pre and post on-street parking enforcement going live to establish what the impact has been. We already carry out snap shot and surveys and monitor data on a monthly basis and this will be used to monitor any shift in parking which might take place.

2.4.6) It is likely that it will be three months before the full impact of the introduction of DPE will have balanced out. As a result we will not be in a position until the build up to Christmas to start to assess the actual impact and assess that change on future usage and income. We will continue with our normal plans for making changes in charges which will come into effect in April 2009.

3) Pricing Structure

3.1) Limited stay parking.

3.1.1) The current strategy is to charge the highest premium for the “limited stay” (up to two hours) surface car parks located in Leamington and Warwick town centres. These limited stay spaces are very popular as they offered the most convenient form of parking being located in the heart of the town centre.

3.1.2) In many ways these limited stay surface car park spaces can be compared to the “on-street” spaces where the maximum stay is also 2 hours. The pricing structure for a stay of 1 to 2 hours in both “on-street paid for spaces” and the cost of “limited stay off-street spaces” is identical. A nominal charge of 20p for up to half an hour is now in place on-street whilst the existing 15 minute free period will continue to be available in the off-street spaces.

3.1.3) Currently the limited stay car parks operate at close to capacity even though charges are higher than charges in multi-storey car parks. With the introduction of on-street parking enforcement the availability of charged for on-street parking of up to two hours will become more readily available. As the charges will be the same as the charges in the limited stay car parks the effect on the demand for off-street spaces will need to be closely monitored.

3.1.4) It is likely that the “limited stay” car parks in Leamington will be phased out over the next few years as these locations are planned for development (Chandos and Bedford Street). The Council has already protected itself from the loss of income from Chandos Street car park by requiring the developer to pay the Council the loss of income during the period of development (estimated at 2 years).

3.2) Pay on Foot

3.2.1) The introduction of Pay on Foot (PoF) in St Peter’s car park has improved the level of customer care being delivered. PoF will become the main form of parking delivery in Leamington with over 1200 of the 1800 town centre spaces offering that system. A PoF system is the requirement for the car park which will be built as part of the Chandos Street development. The main advantage of PoF is that it does not require the customer to determine their period of stay on arrival at the car park. As a result PoF is the most popular method of payment for customers.

3.2.2) One of the key regulations enforced by Parking Attendants is the period of stay. This is removed when PoF is introduced with the result that less Penalty Charge Notices will be issued in off-street car parks. This has the potential of reducing income (from loss of PCN’s) but encourages increased customer dwell time which can increase income from charges. Overall these two factors normally balance each other out.

3.2) All day parking / season tickets

3.2.1) All day parking is already being encouraged to move to the edge of town car parks, particularly in Warwick with the provision parking at St Mary's Lands and St Nicholas Park with the availability of a wider range of season tickets. This is not so easily achievable in Leamington or Kenilworth where the existing car parks are located close to the town centre and the "edge of town locations" is not so easily deliverable, i.e. Pump Room Gardens, Abbey Fields.

3.2.2) Currently there are very generous discounts to those people purchasing a season ticket for these long stay car parks. In many cases the "break even point" is just 100 days.

3.2.3) We consider that this "break even point" should be increased so that the cost of a season ticket should be increased gradually over the next 3 years to equate to the daily rate multiplied by 130 days. This will still provide a considerable saving for someone in full time employment in the town centre who purchases a season ticket.

3.2.4) There is also the need to have harmonisation of car parking charges between Chandos Street / Royal Priors and the Council car parks. Informal agreement is in place with Priors and they follow our pricing structure for P&D car parks and an agreement with the developers of the Chandos Street site is being negotiated as part of the legal agreement. With the move to providing more short stay parking within the town this link is all the more crucial.

3.2.5) The County Council are planning to introduce a Park and Ride scheme aimed at encouraging the commuter to make use of the scheme. For this to be financially viable it is expected that the cost and availability of long stay parking will need to be managed so that there is an incentive for people to transfer to the Park and Ride scheme. Discussions with the county Council will take place to determine the impact of that on the town centres.

3.3) Financial Model

3.3.1) A car park services financial model is produced each year covering a five year period. This allows us to try and reflect known changes to the car park provision, reflect anticipated changes in income based on changes to parking patterns, budget for the improvement programme and as a result anticipate the surplus from the off-street parking account.

The model is set out in **Appendix 1 Financial Projection August 07** of the main Executive report.

3.4) Parking and the Planning process.

3.4.1) Warwick District Council is in the process of developing Parking Standards. A report for adoption is being prepared for the summer. The plan will be adopted with the Local Plan which holds the 'parent' policy.

3.4.2) Adoption is planned in October 2007 and this is, in fact, the commitment we have made to government in our Local Development Scheme (the programme document which sets out the timetable for production and adoption of all planning policy documents).

Possible Parking Restrictions for New Residential Developments in Residents' Parking Zones (RPZs)

3.4.3) In RPZs where the existing take up of parking permits is high in relation to the parking capacity, a restriction may be placed on the eligibility for parking permits of occupiers of new 'self-contained' residential dwellings (including in conversions). The District Council will liaise with the County Council and District Council parking enforcement team to find out whether this is the case.

3.4.4) These restrictions will be implemented by a Section 106 agreement. When a property covered by this type of agreement is sold, the agreement remains legally binding on the new resident. The buyer would be made aware of the agreement as part of the land search on purchase.

3.4.5) For existing houses in multiple occupation (HMOs) in RPZs County Council policy allows an entitlement of one permit per bedroom. However, for new HMOs where this level of entitlement would compromise the capacity of the parking zone the District Council may impose restrictions on eligibility through a S106 agreement as described above. Again liaison will be required with the County Council and the District Council parking enforcement team to find out whether this restriction should be applied.

4. The Key Strategies.

Thirteen Key Parking Strategies are set out below in 4.1 – 4.13. In addition there are a number of local strategies for each town set out in 5.1 – 5.4.

4.1) Council parking policies will be aimed at meeting the "individual needs of each town centre" and should fit within the overall corporate strategic objective of making the town centre's "more accessible and active for business".

4.2) The Council will use the increases in fees and charges to help finance the improvement programme of the car parks as set out in the improvement plan detailed in **Appendix 2** of the Executive report.

4.3) The District Council will enter into discussions with the County Council regarding their proposals for Park and Ride for Leamington and Warwick.

4.4) The District Council will seek to manage, in partnership with Warwickshire County Council, effective enforcement of on-street parking alongside the enforcement of its own off-street parking resource. The District Council will use both cost and the availability of off-street spaces to manage parking across the District.

4.5) The Council will seek to provide, through changes in designation and the tariff bands, additional availability of short stay off-street car parking in Leamington and Warwick. The need for additional short stay off-street parking in Kenilworth will be monitored following the opening of the Waitrose store at Talisman Square.

4.6) The Council will seek, together with Warwickshire County Council, to provide short and long stay parking in both on and off-street car parking spaces of a quality and cost to the customer aimed at supporting the vitality and viability of each town centre.

4.7) The Council will seek to provide off-street parking which meets the “Secure Car Parking” guidelines where ever possible. Pay on Foot payment system will be introduced in all car parks where ever practical and viable.

4.8) The Council will publish each year a financial plan for the car park service covering the next five year period. See **Appendix 1 Financial Projection August 07** of the Executive report.

4.9) The Council will offer off-street season tickets to maximise the use of the current underused spaces in those multi-storey car parks. The discounted cost of season tickets will over the next three years be reduced to reflect a break even point at 130 rather than 100 days.

4.10) The Council will seek to increase the facilities for the safe parking of powered two wheelers at no cost, provide at reasonable cost re-charging facilities in certain car parks for electric powered cars and consider if schemes with reduced season ticket charges for more environmentally friendly vehicles should be introduced.

4.12) The Council will seek to improve the facilities it offers to customers paying for parking via the move to Pay on Foot systems (where possible) which should include credit card payment methods. Other methods of payment are to be investigated.

4.12) The Council will provide sufficient disabled bays to meet the minimum standards as stated in guidance. It will continue to provide free parking for all those entitled to use of the blue badge and whilst actively seeking to enforce the blue badge scheme in both on and off-street locations.

4.13) The Council will examine suitable ways of introducing advertising at car parks to provide additional income and / or information at car parks to promote the town centres.

5. Local Strategy Actions.

5.1. Leamington

5.1.1) Review any changes in the availability of on and off-street spaces following the introduction of DPE.

5.1.2) Develop Covent Garden, St Peter’s, Chandos Street together with Royal Priors as the main car parks for the town. These car parks will offer Pay on Foot, be linked to the VMS system and provide secure by design security.

5.1.3) The potential redevelopment of the Bedford Street car park should be considered after the impact of on-street enforcement has been assessed in November 2007. If better availability of on-street spaces is created as expected then the disposal of the site for redevelopment is possible. The capital generated should support the improvement / maintenance programme and the spaces used to help generate the parking spaces required to deliver the redevelopment of the Chandos Street site for retailing.

5.1.4) Manage the currently unregulated car parks controlled by Warwick District Council alongside effective on-street enforcement. This might include the introduction of charges to discourage all day parking in these areas but include a free period of up

to four hours so not to discourage short stay use. The areas to be considered are Victoria Park and Newbold Comyn.

5.1.5) Action will be taken to harmonise parking charges in Leamington across the car parks owned by Warwick District Council as well as at Royal Priors and the car park operated as part of the development of the Chandos Street site

5.1.6) To review the impact of effective on-street enforcement on the parking availability within properties managed by Housing.

5.2. Leamington Old Town.

5.2.1) Provide the number of off-street parking spaces in Old Town required to meet the demand as a result of any decision to develop the area in and around Court Street.

5.2.2) Enforce the on-street regulations in the Old Town effectively which should result in improvements in the availability of on and off-street short stay spaces.

5.2.3) Manage the currently unregulated car parks controlled by Warwick District Council alongside effective on-street enforcement. This might include the introduction of charges to discourage all day parking in these areas but include a free period of up to four hours so not to discourage short stay use.

5.2.4) To review the impact of effective on-street enforcement on the parking availability within properties managed by Housing.

5.3. Kenilworth

5.3.1) Discussions with Waitrose as to how they will operate their car park are taking place.

5.3.2) Enforce the on-street regulations in Kenilworth effectively which will result in improvements in the availability of the on and off-street spaces short stay spaces.

5.3.3) Manage the currently unregulated car parks controlled by Warwick District Council alongside effective on-street enforcement. This might include the introduction of charges to discourage all day parking in these areas but include a free period of up to four hours so not to discourage short stay use. This should include the areas at Castle Farm and Abbey Fields car parks.

5.3.4) To review the impact of effective on-street enforcement on the parking availability within properties managed by Housing.

5.4. Warwick.

5.4.1) Review the need to develop additional parking on area 2 of St Mary's Lands to meet the demand for long stay parking within Warwick

5.4.2) Promote, during the summer months, Myton Fields as the best location for additional long stay parking for the town. This location will support both the castle and the rest of the town.

5.4.3) Provide evening and overnight parking in off-street car parks to help meet the demands from residents in RPZ's for off-street parking and help support the growing evening economy.

5.4.4) Introduce Variable Message Signage to direct customers to the four main car parks at Linen Street, Barrack Street, St Nicholas Park and St Mary's Land's Area 2. This would increase usage and as a result the car park income generated from these off-street parking spaces.

5.4.5). Enforce the on-street regulations in Warwick effectively which will result in improvements in the usage of the on and off-street spaces short stay spaces.

5.4.6) Develop coach drop off points to support the town based on St Nicholas Park and coach parking at St Mary's Lands.

5.4.7) Manage the currently unregulated car parks controlled by Warwick District Council alongside effective on-street enforcement. This might include the introduction of charges to discourage all day parking in these areas but include a free period of up to four hours so not to discourage short stay use.

5.4.8) Undertake a review within the next four years on the potential development of the Linen Street car park site.

5.4.9) To review the impact of effective on-street enforcement on the parking availability within properties managed by Housing.

6. County Council Parking Strategy / Policy.

6.1) With much closer links between on and off-street parking across the District Council via enforcement the District will need to consider the parking policies adopted by the County.

6.2) In particular the District Council will need to consider the conclusions of the study and enter into discussions with the County Council regarding the potential impact of P&R.

Details of the County Council strategies / policies are detailed in Appendix B of this report.

7. Measuring off-street performance across Warwick District.

7.1) We currently operate a manual system for recording data for all the off-street car parks across the District. This system will be replaced by new computer driven system which will help manage both the on and off-street ticket and income data.

7.2) We currently have monthly data regarding the usage in every car park going back over the past five years and we plan to use that data to help us monitor changes in usage as a result of the introduction of "parking enforcement".

7.3) Continue to monitor off-street usage figures prior to the introduction of "parking enforcement" and compare these to the usage figures for the previous year.

7.4) Following the introduction of "parking enforcement" we will monitor the usage figures to measure the difference in usage and compare that to the pre parking enforcement periods.

7.5) We plan to allocate resources at the time the change over to parking enforcement to help produce the pre data. The new computer system will provide the usage data for each car park automatically.

8.) Future Plans for car park service.

The current plans to enhance the service should provide a much improved service to customers. It is anticipated that the major improvements identified will have been delivered by 2010/11.

Details of the individual car parks managed by Parking Services are detailed in Appendix A of this report.

8.1) Linen Street.

Linen Street car park is an old car park which fails to meet the quality of off-street car park we wish to offer across the District.

The cost of redeveloping this site is considered to be significant. A review of the Linen Street site needs to be undertaken to establish if the Council plans to spend £640k over the next 20 years to maintain the car park in its current condition.

8.2) Covent Garden

The Council has agreed not to implement the planning application for the additional 270 spaces at Covent Garden surface but rather re-invest these spaces in the car park which will be included in the retail development based on Chandos Street car park. The capital budget is being amended accordingly.

We will instead invest in upgrading the existing multi-storey at Covent Garden to as near Secure by Design as practical. This will cost in the region of £600,000. In addition we are planning an on-going maintenance programme over 35 years at a cost of £2m.

8.3) Bedford Street.

The car park is a popular limited stay car park which serves shops and businesses in and around Regent Street West. Income from the car park is in the region of £105k per year excluding vat.

In 2004 the car park strategy identified Bedford Street car park as a potential development site. The plan was to develop the site and use the capital generated to help offset the capital cost of building 270 spaces on the existing surface car park at Covent Garden. This met the strategic objective of creating a number of larger car parks offering Pay on Foot and linked to a VMS system.

With the introduction of parking enforcement the availability of on-street spaces is expected to increase in this part of the town which should more than compensate for the loss of these limited stay off-street spaces.

Given the development of additional parking on Covent Garden surface will now be invested to support the development of the Chandos Street site the capital receipt from the redevelopment of the Bedford Street site has been allocated to offset the costs identified in the report on the multi-storey car parks.

The timing of the development of the site will be confirmed once the initial impact of parking enforcement has been assessed.

9. Environmental Issues.

9.1) The Council will seek to increase the facilities for the safe parking of powered two wheelers at no cost, provide at reasonable cost re-charging facilities in certain car parks for electric powered cars and consider if schemes with reduced season ticket charges for more environmentally friendly vehicles should be introduced.

Appendix.A. Individual Car Park Details.

1 Details set out below show the current income / usage of each car park and the development value / opportunity of each site.

They also give the options for how each site might be used with the preferred option in bold and what priority we have for each site.

Car Park Location Chandos Street	The site is located just behind prime retail frontages on Parade and Warwick Street with a variety of uses in the vicinity including retail and sheltered housing. The land extends to 3781 sq m = about 40,000 sq ft.
Income generated.	£325,000 in 2006/07 excluding vat. No season ticket income £12,000 ECN income
Number of Spaces / Usage %.	153 spaces limited stay maximum 2 hours. 89%.
Development Value.	£3,000,000.
Development Options	The site has been identified for potential retail development of a much larger site providing a similar development to Royal Priors. This site could potentially include parking for up to 500 vehicles.
Preferred Option.	Wilson Bowden now confirmed as preferred developer.
Priorities.	Provide VMS to this car park. Pay on Foot payment method when to be required in retail development. The site is within the ownership of Warwick District Council. High priority for expansion and / or retail development.

Car Park Location Covent Garden multi-storey	The site is located behind prime retail frontages of Parade a footbridge / stairs connects the 4 th floor of the car park to the Parade.
Income generated.	£250,000 in 2006/07 excluding vat 79 season tickets for long-stay generates £31,000 £4,000 ECN income
Number of Spaces / Usage %.	534 long stay. Usage is currently 44%
Development Value.	£4,000,000 based on retail/residential.
Development Options.	Planning permission for 270 additional spaces granted. Pay on Foot method of payment to be introduced in 2006/07. Upgrade existing car park to secure by design standard.
Preferred Development option	Propose to "transfer" these spaces to support the car parking requirement for the retail development at Chandos Street.
Priorities.	Introduction of PoF and VMS for the car park during 2007. A major improvement programme should be undertaken over the next two years to meet secure by design requirements. The cost of the improvements to Covent Garden now under consideration will cost £800,000.

Car Park Location Covent Garden surface	The site is located behind prime retail frontages of Parade a footbridge / stairs connects the 4 th floor of the car park to the Parade.
Income generated.	£136,000 2006/07 excluding vat. No season ticket income £10,000 ECN income
Number of Spaces / Usage %.	78 short stay. Usage is currently 95%.
Development Value.	£4,000,000 based on retail/residential.
Development Options.	Planning permission for 270 additional spaces granted. Pay on Foot method of payment to be introduced in 2006/07. Upgrade existing car park to secure by design standard.
Preferred Development option	Propose to "transfer" these spaces to support the car parking requirement for the retail development at Chandos Street.
Priorities.	Introduction of PoF and VMS for the car park. The site is within the ownership of Warwick District Council, plans to deliver additional multi-storey car park should e now been abandoned.

Car Park Location Bedford Street	A narrow area of land with frontages on both Bedford Street and Augusta Place and access from both streets. Other properties in the vicinity are used as leisure clubs, shops, restaurants and a school. The land is 1314 sq m.
Income generated.	£92,000 in 2006/07 excluding vat. No season ticket income. £12,000 ECN income
Number of Spaces / Usage %.	49 limited stay maximum 2 hours. 96%.
Development Value.	£900,000
Development Options.	Could be developed for housing / leisure usage. If the site were developed the capital receipt should be used to pay for improvements to Covent Garden and the spaces included in the Chandos Street retail
Preferred Development Option.	Consider the future of the site in September 2008 following first year of on-street enforcement.
Priorities.	Site within the ownership of Warwick District Council. Medium priority for sale to generate capital and to allow for development of Chandos Street site for retail development with associated parking.

Car Park Location Rosefield Street	An L shaped area frontage onto Rosefield Street and Newold Place. Close to the Spa Centre and public house. Predominant usage residential.
Income generated.	£30,000 in 2006/07 excluding vat £9,000 season ticket income £1,000 ECN income
Number of Spaces / Usage %.	44 long-stay spaces + 25 season tickets 90%.
Development Value.	£1,150,000

Preferred Development Option	The site could be used for residential development.
Priorities.	Site within the ownership of Warwick District Council. Maintain as car park to support local businesses as well as Spa Centre and development of the Criminal Justice Centre. Link with parking in front of Spa Centre.

Car Park Location St Peter's.	A rectangular piece of land located between Bedford street and Augusta Place just to the south of Bedford Street car park. Other properties in the vicinity are used as leisure clubs, shops, restaurants and a school.
Income generated.	£242,000 in 2006/07 including vat £31,000 season tickets. £100 ECN income (Pay on Foot).
Number of Spaces / Usage %.	404 spaces, includes 94 season tickets. 68%
Development Value.	Unknown.
Development Options.	Not considered. Part of long term strategy for car parking in the town centre.
Priorities.	Introduce VMS for the car park. Create new "parking office" which will assist customers who have parking queries. Operates from 6am – midnight daily.

Car Park Location Adelaide Road	Known as "Club Land" the car park serves offices in the area and Victoria Park when major events are taking place there.
Income generated.	£6,000 in 2006/07 excluding vat No season ticket income £1,000 ECN income
Number of Spaces / Usage %.	45 long stay spaces 25%
Development Value.	Unknown.
Development Options.	Not considered. Part of long term strategy for car parking in the town centre.
Priorities.	Promote car park to meet long stay parking requirements.

Old Town

Car Park Location Packington Place	An irregular shaped site behind the High Street. The land adjoins a former petrol station for which a planning application has been lodged. The site includes a redundant Public Convenience.
Income generated.	£13,000 in 2006/07 excluding vat. £2,000 season ticket £2,000 ECN income
Number of Spaces / Usage %.	40 spaces 57%.
Development Value.	£300,000
Development Options.	Housing. Loss of spaces would need to be considered against the needs of parking in the Old Town. Consider following known development of Court Street.
Priorities.	Site within the ownership of Warwick District Council. Development plans to be considered as part of Waterside Develop for Old Town..

Car Park Location Bath Place	A level L shaped area bounded by Bath Place and Lower Avenue and adjoining Bath Place Community Centre, close to the railway line and night club. Access from Bath Place. Area about 1669 sq m. Predominate usage business and leisure.
Income generated.	£25,000 in 2006/07 excluding vat Season ticket income £2,000 £2,000 ECN income
Number of Spaces / Usage %.	62 spaces 31% usage.
Development Value.	£500,000
Development Options.	Support the development of the Cultural Quarter.
Priorities.	Site within the ownership of Warwick District Council. Development plans to be considered as part of Waterside Develop for Old Town.

Car Park Location Court Street	Surface car park located behind shop in Clemens Street and adjacent to businesses in and around the Althorpe Street area of Old Town.
Income generated.	£6,000 excluding vat. £2,000 season ticket income £1,000 ECN income
Number of Spaces / Usage %.	46 spaces 25% usage.
Development Value.	Current Plans under consideration.
Development Options.	Would form part of Waterside Develop for Old Town.
Priorities.	Development plans to be considered as part of Waterside Develop for Old Town..

Kenilworth

Car Park Location Abbey End	Newly created car park running across the back of Abbey End to the east of the town centre..
Income generated.	£61,000 in 2006/07 excluding vat £7,000 season tickets £5,000 ECN income
Number of Spaces / Usage %.	200 long stay spaces. 20 season tickets. 63% usage
Development Value.	As part of development of Kenilworth town centre site.
Development Options.	The development of the site has created a much improved car park layout.
Priorities.	Will need to be managed to maximise usage / income when Talisman Square is developed.

Car Park Location Square West.	Irregular shaped car park running at the back of Library and shops on west of Kenilworth.
Income generated.	£55,000 in 2006/07 excluding vat £22,000 season tickets £4,000 ECN income
Number of Spaces / Usage %.	120 long stay spaces. 69 season tickets. 57%
Development Value.	As part of development of Kenilworth town centre site

Development Options.	Owned site which is unlikely to be developed during the next two years.
Priorities.	Linked to development of Kenilworth town centre site

Car Park Location Talisman Square	Car park managed by WDC shortly to be developed into Waitrose store.
Income generated.	£55,000 in 2006/07 excluding vat and rates No season ticket income £6,000 ECN income
Number of Spaces / Usage %.	133 spaces all limited stay 50%
Development Value.	Not owned by Warwick District Council.
Development Options.	Loss of parking for 2 years during development.
Priorities.	Development site for Waitrose in town centre.

Warwick.

Car Park Location Linen Street	Old multi-storey car park adjacent to town centre. Review of future "life" being undertaken.
Income generated.	£92,000 in 2006/07 excluding vat £31,000 season ticket £2,000 ECN income
Number of Spaces / Usage %.	216 spaces short stay. 66 season tickets. 60%
Development Value.	For housing
Development Options.	Engineers currently investigating the condition of the car park.
Priorities.	Undertake with 2 years a review to consider re-development if alternative location for current car parking can be found.

Car Park Location. Myton Fields	Picnic site adjacent to river with views of castle. Open in summer months only.
Income generated.	£18,000 2006/07 excluding vat No season ticket income £1,000 ECN income
Number of Spaces / Usage %.	800 spaces during summer months only. Not measured.
Development Value.	Nil
Development Options.	Move to Pay and Display has increased income generated. Part of long stay parking strategy for the town centre.
Priorities.	Usage will increase if more traffic for the town was directed via Junction 13 of M40. Should benefit from inclusion in Warwick VMS scheme.

Car Park Location Castle Lane	Car park alongside Castle walls and adjacent to on-street parking
Income generated.	£21,000 excluding vat No season ticket income £2,000 ECN income
Number of Spaces / Usage %.	Limited Stay 16 spaces. No season tickets. 92% fill
Development Value.	Nil

Development Options.	Move to limited stay from short stay to link with adjacent on-street charging..
Priorities.	Part of long term strategy for car parking in the town centre

Car Park Location West Gate	Surface car park adjacent to market place area of town. To be developed in 2008 to form car park / bus terminus.
Income generated.	£80,000for 2006/07 excluding vat No season ticket income £8,000 ECN income
Number of Spaces / Usage %.	Limited Stay 46 spaces – 100%
Development Value.	Not known
Development Options.	To be used as part of bus terminus. Part of long term strategy for public transport / car parking in the town centre.
Priorities.	High – creation of Bus Terminus with loss of some parking but allows for creation of VMS scheme for Warwick.

Car Park Location St Nicholas Park	Irregular shaped car park within St Nicholas Park and serving park / leisure centre + long stay commuter parking for that area of town.
Income generated.	£128,000 excluding vat £24,000 season tickets £6,000 ECN income
Number of Spaces / Usage %.	Long stay 241 spaces – 85 season tickets. 35% fill – varies with 100% in summer
Development Value.	Nil
Development Options.	Change to long stay car park and possible introduction of Pay on Foot. Part of long term strategy for car parking in the town centre.
Priorities.	Relay parking to create increased availability of spaces 300 + coach drop off points. Included in VMS scheme for Warwick.

Car Park Location New Street	Small surface car park in heart of town centre adjacent to shops / pubs / restaurants.
Income generated.	£61,000 excluding vat no season ticket income £7,000 ECN income
Number of Spaces / Usage %.	Limited Stay - 44 spaces 91% fill
Development Value.	Unknown.
Development Options.	Limited
Priorities.	Nil Part of long term strategy for car parking in the town centre

Car Park Location The Butts	Narrow car park running adjacent to residential property with adjacent to on-street paid for parking.
Income generated.	£25,000 excluding vat No season ticket £1,000 ECN income
Number of Spaces / Usage %.	Limited stay - 19 spaces. No season tickets. 95% fill.

Development Value.	As part of Warwick Traffic Plan.
Development Options.	Move to limited stay from short stay to link with adjacent on-street charging.
Priorities.	Part of long term strategy for car parking in the town centre.

Car Park Location West Rock	Large irregular car park set on land overlooking racecourse and adjacent to Sainsbury.
Income generated.	£43,000 excluding vat £11,000 season ticket £1,000 ECN income
Number of Spaces / Usage %.	Long Stay 95 spaces – 35 season tickets. 95% fill
Development Value.	For housing
Development Options.	Part of long term strategy for car parking in the town centre.
Priorities.	Dependent on plans for Linen Street.

Car Park Location Priory Road	Small car park behind Smith Street shop and adjacent to Kings High School
Income generated.	£25,000 excluding vat No season ticket income £1,000 ECN income
Number of Spaces / Usage %.	Short Stay - 42 spaces – No season tickets. 73% fill
Development Value.	High
Development Options.	Change of use to short stay from long stay in support of Smith Street businesses.
Priorities.	Low

Car Park Location St Mary's Land Area 1	Large open car park adjacent to racecourse stable block.
Income generated.	Nil
Number of Spaces / Usage %.	13 coach parking spaces
Development Value.	Nil
Development Options.	Part of long term strategy for car parking in the town centre.
Priorities.	Develop as long stay parking provision to serve coach parking for the town.

Car Park Location St Mary's Land Area 2	Large surface car park adjacent to main stands at racecourse. Known as Members Car Park.
Income generated.	£2,500 in 2006/07 excluding vat No season ticket income £100 ECN income
Number of Spaces / Usage %.	200 spaces. 5 season tickets. 5%
Development Value.	Nil
Development Options.	Part of long term strategy for car parking in the town centre.
Priorities.	Develop as long stay parking provision to serve coach parking for the town. Included in VMS scheme for town.

Car Park Location St Mary's Land Area 3	Narrow surface car park adjacent to Golf Course and
Income generated.	£2,500 in 2006/07 excluding vat No season ticket income £1,000 ECN income
Number of Spaces / Usage %.	120 limited stay maximum 2 hours free. 20%
Development Value.	Nil
Development Options.	Part of long term strategy for car parking in the town centre.
Priorities.	Develop as short stay parking provision to serve dog walkers / golfers using the facilities.

Car Park Location	St Mary's Lands Area 4.
Income generated.	£7,500 in 2006/07 excluding vat £20,000 season ticket £200 ECN income
Number of Spaces / Usage %.	78 spaces. 64 season tickets. 75% with high season ticket use
Development Value.	Nil
Development Options.	Part of long term strategy for car parking in the town centre.
Priorities.	Develop as long stay parking provision to serve business located on the west of town.

Car Park Location	Barrack Street
Income generated.	£6,000 in 2006/07 excluding vat No season ticket income £1,000 ECN income
Number of Spaces / Usage %.	277 (weekends and bank holiday only) 15%
Development Value.	Nil
Development Options.	Part of long term strategy for car parking in the town centre.
Priorities.	Owned by WCC and leased to WDC to operate at weekends and bank holidays. Linked to VMS scheme for Warwick.

Appendix B

1.0) Current Strategy position

1.0.1) The Executive agreed in December 2004 to invest £1,000,000 in improvements to off-street parking across the District over five years starting in April 2005. That programme is detailed in Appendix A.

1.0.2) In order to fund the improvement plan the Council agreed to increase charges by 10% each year over that period. The additional income generated above inflation (based on 3%) is being used to fund that improvement programme. The current plans are therefore for off-street parking charges to increase by 10% each April until 2009.

1.0.3) The improvement plan focuses on the improvements to short stay parking provision (under 4 hours). This includes the future development of the Chandos Street car park site for retail which will be targeted at short stay parking, including the provision of suitable levels of car parking, the upgrade of Covent Garden multi-storey and the upgrade to Abbey End car park linked to the development of Waitrose at Talisman Square which was completed 2006.

1.0.4) The increase in charges will now be aimed more at “long stay” rather than “short stay” parking where prices have increased more quickly over the last five years. Increases in charges planned for April 2010 are currently planned at 3%. However given the on-going maintenance costs identified in the strategy the 3% level may need to be increased.

1.0.5) The 2004 Car Park Strategy introduced a five year financial model which allows the District Council to plan for any impact of changes in parking provision and charges on the overall level of income. The current for 2007/08 – 2011/12 model is detailed in Appendix B.

1.0.6) The linking of on and off-street parking enforcement by the introduction of Decriminalised Parking Enforcement (DPE) allows for a more comprehensive parking strategy to be adopted than was the case before.

1.0.7) The County Council Transport Policy is aimed at reducing the impact of traffic in our town centres and a number of schemes are currently being developed aimed at achieving that objective.

1.0.8) The introduction of an improved on-street parking enforcement team managed by the District Council will result in the more effective enforcement of the “on-street” regulations. As a result the availability of short stay parking spaces in streets close to the town centre is expected to increase and residents living in areas close to the town centre will benefit from enlarged and properly enforced Residents Parking Zones (RPZ).

1.0.9) The current abundant availability of free on-street commuter parking will be reduced but the overall displacement of vehicles due to the expansion of Resident Parking Zones and more effective on-street enforcement is not expected to have a detrimental impact on the vitality and viability of the town centres.

1.0.10) The County Council as the Highway Authority is undertaking a feasibility study for a Park & Ride site adjacent to Junction 14 of the M40 which would serve Warwick / Leamington and a site on A452 between the A46 junction and Leamington.

1.0.11) This scheme, delivered under the “Spark” application to the Department of Transport, is not expected to be in place before 2010/11. If the introduction of Park & Ride is to be successful the County Council believe it needs to deliver the intended benefits of reduced traffic impact and congestion in the town centre. As a result it needs to be linked closely with Warwick District Council parking policies as P&R is geared to encourage drivers, particularly commuters, to use the scheme. This would require an above inflation increase in long stay parking charges to encourage this shift.

1.0.12) The District Council as the Planning Authority needs to take account of the impact of residential developments on on-street parking availability across the towns. A Special Parking Directive is being drawn up and is expected to be published in October alongside the Local Plan.

2. County Council Parking Strategy / Policy.

2.1) The Strategy

2.1.1 The strategy contributes towards meeting Local Transport Plan objectives by setting out an approach to managing car parking that will:

Allow good access to employment, education, shopping, recreational and community facilities;

- Help support economic vitality in town centres;
- Support strategies for the management of congestion;
- Reduce the impact of the car on the environment, particularly in areas of high demand such as town centres and in residential areas;
- Improve the environment and safety of those accessing car parking; and,
- Encourage the development and introduction of Park and Ride facilities.

2.2) The Policies

2.2.1) Partnership Working

The County Council will work with District and Borough Councils to deliver a co-ordinated approach to on and off-street parking provision in a way that supports the objectives of the Local Transport Plan including the economic competitiveness of town centres.

2.2.2) Congestion Management

The County Council will seek to reduce congestion through the appropriate use of public parking, including the management of:
The location and period of stay; and
The cost.

2.2.3) Enforcement

Full and effective enforcement of parking will be pursued by implementing Decriminalised Parking Enforcement across the County.

2.2.4) Park and Ride

Park and Ride proposals will be supported in order to promote sustainable and convenient access to local employment, schools, services and shopping.

2.2.5) Ease of Use

The County Council will promote convenient access to parking by:

- Seeking to maintain or increase the proportion of short stay parking in economic centres;
- Increasing disabled parking in line with guidance and where needed, giving particular attention to central areas and including supporting the introduction or expansion of Shop-mobility schemes where appropriate;

- Ensuring that parking is clearly signed and good levels of information on the location and availability of parking is provided; and
- Ensuring that parking facilities and access and egress from them are safe and secure.

2.2.6) Land Use

The County Council will ensure that the provision of public parking across the County is integrated with other policies and provision to:

- Encourage the reduction of the amount of Private Non-Residential parking and the greater efficiency of its use;
- Ensure that relevant parking standards in regional and local planning policies and guidance are adhered to; and
- Ensure that land use policy is integrated with and supports parking policies.

2.2.7) Coach Parking

The County Council will support the provision of coach services as part of an integrated public transport system, support Warwickshire's tourist industry and manage the impact of coach parking on the highway network by:

- Providing safe and convenient access to coach services in a way which also minimises adverse impacts on traffic operation; and
- Working with District and Borough Councils to identify and provide suitable off-street lay-over facilities for coaches.