

PERTH AND KINROSS COUNCIL

Enterprise and Infrastructure Committee – 30 January 2013

PROPOSALS TO REVIEW THE PARKING ARRANGEMENTS THROUGHOUT THE COUNCIL AREA AND TO INTRODUCE ON-STREET PARKING CHARGES IN CRIEFF

Report by the Depute Director (Environment)

This report outlines proposals to review the current parking arrangements in Perth city centre and the towns and villages throughout the Council area. It details proposals to introduce on-street parking charges in various streets in the centre of Crieff, and to remove parking charges from three of the four off-street car parks. It also recommends the necessary variations to the Crieff Traffic Management and Off-Street Car Parks Order.

1. RECOMMENDATIONS

1.1 The Committee is asked to:

- (i) Note the general policy in relation to parking
- (ii) Note progress in reviewing the parking arrangements in the towns and villages throughout the Council area, including Perth city centre (this will include consideration of further opportunities for enhancing parking).
- (iii) Agree to the promotion of variations to the relevant Traffic Regulation Orders (TROs) necessary to introduce on-street parking charges in various streets in the centre of Crieff.
- (iv) Agree to remove parking charges from three of the four off-street car parks in Crieff.

2. BACKGROUND

2.1 General Parking Policy

2.1.1 Proper parking provision is an important element of the traffic system in town centres, and it is essential that it is managed appropriately to ensure their prosperity. A great deal of the business and commercial life of town centres, particularly those in rural areas, can only be served by vehicular traffic. It should therefore be recognised that there will be a demand to park on-street. It also means proper provision of off-street parking, including the scale of provision, the location and conditions of use, including charges, needs to be considered.

- 2.1.2 Uncontrolled on-street parking impedes loading and unloading and encourages double parking, leading to traffic congestion. Cars are often parked too close together, making it difficult for vehicles to enter or leave the parking spaces. Additionally, this presents dangerous conditions for pedestrians and other moving traffic. Moreover, uncontrolled parking cannot be allocated to those who should be given priority in the wider interests of the town e.g. disabled drivers. This lack of control then results in the space being occupied all day by long term parked vehicles, which sharply reduces the turnover of space which could be used by a number of people for shorter periods.
- 2.1.3 It is recognised that on-street parking reduces the capacity of roads, and also has an impact on the environment of the town centre. It is therefore important for a local authority to carefully consider its location and layout. The authority must also strike a balance to suit local circumstances and needs.
- 2.1.4 All towns are different, and will have different parking issues. Some will have special problems arising from the influx of traffic during a holiday season or an event such as a market. Others may escape the daily surge of early commuter traffic filling the parking spaces in the town centre but may be faced instead with a demand for it near rail or bus stations. In all towns there will be an increasing demand for the short term needs of shoppers and businesses.
- 2.1.5 If parking problems are not tackled, the results are likely to be increasing traffic congestion, increasing frustration with streets cluttered with standing cars and increasing violations of traffic legislation. In turn, the town centre will lose its attractions and trade may be lost to other towns where more effective parking measures are in operation.

2.2 On-Street Parking Charges

- 2.2.1 One of the difficulties with on-street parking charges is persuading the businesses and shops that they will benefit from such a move. There is evidence that for convenience many business people, shopkeepers and their employees like to park in the on-street spaces directly outside their premises.
- 2.2.2 This denies the customers of the shops and business an opportunity to park close to those businesses and is possibly the reason behind some of the complaints that there is not enough parking in some towns and villages.
- 2.2.3 Over the years there have been claims that even off-street parking charges adversely impact on the viability of towns and there have been calls for their removal. However, this fails to recognise the importance of parking charges in creating a turnover of vehicles in parking areas and thereby allowing more vehicles to park over the course of the day.

2.3 Parking Policy in Perth and Kinross

- 2.3.1 Historically, the policy with regard to off-street parking in the various towns and villages throughout the Council area (with the exception of Perth City Centre) has been to provide off-street car parks in as many towns and villages as possible. Where there was deemed to be sufficient demand for the parking provided, charges were introduced to offset the cost of providing the car parks. This has resulted in charges being levied in car parks in Blairgowrie, Crieff, Dunkeld and Pitlochry, whilst car parks are provided free in many other towns and villages.
- 2.3.2 However, in parking management terms, charging for parking on-street, with free off-street car parks would logically be the first step towards controlling parking in a town centre. This would provide a turnover of vehicles in the on-street spaces, directly adjacent to the shops and businesses, whilst providing free longer term parking for commuters and others in the car parks.
- 2.3.3 Limited duration parking has been tried in some on-street locations e.g. Crieff, to try to encourage a turnover of vehicles. However, this type of control is notoriously easy to abuse and difficult to enforce, with the result that it has largely fallen into disrepute.

2.4 Current Parking Issues

- 2.4.1 Due to the current demands for parking and the impact this can have on town and village centres, it is recognised that there is a need to review the parking arrangements in place over the Council area. This will include Perth city centre.
- 2.4.2 These reviews will deal with the specific issues of each location and will involve assessing the current situation, carrying out surveys, engaging with the community interest groups and assessing the benefits to businesses, communities and visitors.
- 2.4.3 Due to the substantial amount of work carried to address many of the issues in Crieff by the Crieff and Upper Strathearn Partnership (CUSP), a review of the parking arrangements in the town has already been carried out. Details of this form the main part of this report.

2.5 Parking in Crieff

- 2.5.1 In 2010 with funding from the Council, CUSP commissioned a survey to obtain the views of a representative sample of Crieff's population about a range of issues affecting the town. It comprised twenty-three questions, including five open ended questions covering various topics, including car parking in the town centre. The findings from the survey were published in November 2010.

- 2.5.2 The survey results showed that 65% of respondents stated that they would prefer a change in the current parking arrangements, so that there is free parking in the King Street and Leadenflower car parks and paid parking in the High Street and James Square. Additionally, the issues to do with parking, traffic, transportation and pedestrianisation were among the major themes arising from the open ended questions.
- 2.5.3 Preliminary Recommendations for Action arising from the survey were produced by the Partnership in January 2011, with the issues relating to parking to be investigated with detailed recommendations to be made.
- 2.5.4 In January 2012, a Sustainable Development and Opportunities Appraisal of Crieff was undertaken by students of The University of Dundee on behalf of the Partnership. This considered that the car parking arrangements in the town centre of free on-street parking and charging car parks had no rationale.
- 2.5.5 Air quality monitoring in Crieff over the last 4 years has indicated that levels of nitrogen dioxide (NO₂) may exceed national standards. A detailed assessment has been accepted by the Scottish Government and Scottish Environment Protection Agency (SEPA), and the next stage is to declare parts of the High Street (East and West) an Air Quality Management Area (AQMA).
- 2.5.6 The next step after declaration is the preparation of a further assessment of air quality, which looks to identify the causes for the exceedances, but it is expected to show that the main cause is traffic using the High Street, specifically slowed and/or stopped traffic. The problem is exacerbated by the narrow nature of the road and the high buildings either side causing a street canyon. Double parking causing congestion on the High Street including East and West would be expected to contribute to the slowing of the traffic.

2.6 Options

- 2.6.1 Following the publication of the community survey findings and preliminary recommendations for action, Council Officers have been working closely with the Partnership to discuss and agree the options for introducing on-street parking charges in Crieff.
- 2.6.2 Currently, drivers are charged for parking in James Square, King Street, Leadenflower Street and Leadenflower Road, with all on-street parking free of charge. The three options considered are detailed below, with the assessment of the likely impact on annual income of each of these detailed at Appendix 1. It is highlighted that on-street charges will introduce a totally new parking regime in Crieff and it is therefore difficult to accurately predict the likely income. As a result the projected income can only be estimated and the actual income could be more or less.

Option A	Removal of parking charges from all four car parks and the introduction of charges on-street within the core of the town centre.
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- Option B Removal of parking charges from Leadenflower Street and Leadenflower Road, retain charges in James Square and King Street, and the introduction of charges on-street within the core of the town centre.
- Option C Removal of parking charges from Leadenflower Street, Leadenflower Place and King Street, retain charges in James Square and the introduction of charges on-street within the core of the town centre.

- 2.6.3 The options and assessment were discussed within CUSP and they have confirmed that their preference is for Option C. They consider that this option will create a turnover of vehicles so that as many people as possible can use the space to visit the shops or conduct business over the course of the day. Although it is proposed to make King Street car park free, the maximum stay will be restricted to 2 hours to prevent parking for long periods throughout the day. Option C is consistent with the outcomes of the Community Survey and The University of Dundee's Appraisal.
- 2.6.4 The Partnership acknowledges that it is estimated that Option C will generate less income (around £15,000 per annum) than at present. In light of this the Partnership has suggested that they would support charges of 50p for ½ hour parking and £1.00 for 1 hour parking. This would provide an additional income of around £11,000 per annum. It is also highlighted that a Residents' Permit system will require to be operated and this will also provide income. The current charge for permits is £120 per annum.

3. PROPOSALS

- 3.1 It is proposed to promote a variation to the existing Crieff Traffic Management Order to introduce on-street charges as shown on the plans at Appendix 2. This variation will include the creation of a 'Controlled Parking Zone' which will include the streets on the plans. The charges and time restrictions which are proposed are as follows:

Location	Duration	Charge
West High Street High Street East High Street King Street Church Street Galvelmore Street Lodge Streete Comrie Street Comrie Road	½ hour 1 hour	50p £1.00
Residents Permit	1 year	£120

- 3.2 It is also proposed to promote a variation to the existing Off-Street Car Parks Order as shown on the plans at Appendix 2. The charges and time restrictions which are proposed are as follows:

Location	Duration	Charge
James Square Residents Permit	1 hour 1 year	£1.00 £120
King Street	maximum stay 2 hours	Free
Leadenflower Road and Leadenflower Street	-	Free

- 3.3 The introduction of parking charges will give a much more positive control on parking, and as this is exercised a greater turnover of vehicles will be produced. This will benefit the customers of the town centre businesses and ultimately to those businesses themselves.
- 3.4 It is also proposed to carry out reviews of the parking arrangements in the towns and villages throughout the Council area. Further reports on these, together with timescales, will be presented to this Committee in due course.
- 3.5 It is highlighted that a parking survey was carried out in Auchterarder in 2012 and this data is being reviewed and engagement with the community has recently started.
- 3.6 It is also highlighted that engagement with the community in Blairgowrie on the issue of the possible introduction of on-street parking charges has commenced in conjunction with another consultation exercise.
- 3.7 In terms of Perth city centre, it is proposed to investigate and report on the alternative methods of payment in the car parks in an effort to modernise them and provide customers with greater flexibility. A review of the parking in the city centre will be carried out in conjunction with the development of the city's strategy.

4. CONSULTATION

- 4.1 The Head of Legal Services, the Head of Democratic Services, the Head of Finance and Tayside Police have been consulted in the preparation of this report.
- 4.2 The local community, through the Community Survey and the Crieff and Upper Strathearn Partnership have been consulted on options for introducing on-street charges in Crieff with 65% stating their preference for Option C.
- 4.3 The Local Members for Crieff have been consulted on this report and also support Option C.

- 4.4 It is highlighted that some of the streets where charges will be introduced form part of the A85 Trunk Road. Discussions have taken place with officers in Transport Scotland and a formal request to the Scottish Minister has been submitted. The Minister has advised that he is keen for the principle to introduce parking charges on the trunk road network be explored further and specific criteria developed. Therefore should the proposal be approved by Committee further detailed discussions will take place with Transport Scotland.

5. RESOURCE IMPLICATIONS

5.1 Capital

- 5.1.1 There are no Capital resource implications arising directly from the recommendations in this report at this time.

5.2 Revenue

- 5.2.1 There will be costs involved in promoting the variation to the Traffic Regulation Orders. This is estimated at £1,000 and will be met from the Road Safety and Design Budget in 2012/13.
- 5.2.2 There will be costs involved in removing the existing parking ticket machines from the car parks in Crieff and installing them on-street, as well as costs for purchasing and installing new machines on-street. There will also be costs associated with the supply and erection of new signs, and the application of road markings for the new restrictions. The costs are estimated at £50,500 and will be met from the on-street Car Parking Account in 2013/14.
- 5.2.3 It is estimated that the revenue commitments arising from the routine maintenance of the parking restrictions in Crieff, including the maintenance of additional parking ticket machines, will be met from the Parking Account. This is estimated at £3,200 per annum.
- 5.2.4 There will be costs involved in carrying out surveys of the existing parking arrangements. These are estimated at £5,000 and will be met from the Parking Account in 2013/14.

6. COUNCIL CORPORATE PLAN OBJECTIVES 2009-2012

- 6.1 The Council's Corporate Plan 2009-2012 lays out five Objectives which provide clear strategic direction, inform decisions at a corporate and service level and shape resources allocation. This report impacts on the following:
- (i) A Safe, Secure and Welcoming Environment
 - (ii) A Prosperous, Sustainable and Inclusive Economy

7 EQUALITIES IMPACT ASSESSMENT (EqIA)

- 7.1 An equality impact assessment needs to be carried out for functions, policies, procedures or strategies in relation to race, gender and disability and other relevant protected characteristics. This supports the Council's legal requirement to comply with the duty to assess and consult on relevant new and existing policies.
- 7.2 The function, policy, procedure or strategy presented in this report was considered under the Corporate Equalities Impact Assessment process (EqIA) with the following outcome:
- (i) Assessed as **relevant** and actions taken to reduce and remove the following negative impacts: charges to be kept to a minimum where possible to cover inflation and future pressures on the Parking Account.
 - (ii) Assessed as **relevant** and the following positive outcomes expected following implementation:
 - (a) Council policy for free parking for Blue Badge Holders in off-street areas unaffected.
 - (b) Greater turnover of vehicles in parking places making it easier to find a space to visit businesses.

8. STRATEGIC ENVIRONMENTAL ASSESSMENT

- 8.1 Strategic Environmental Assessment (SEA) is a legal requirement under the Environmental Assessment (Scotland) Act 2005 that applies to all qualifying plans, programmes and strategies, including policies (PPS).
- 8.2 The matters presented in this report were considered under the Environmental Assessment (Scotland) Act 2005 and no further action is required as it does not qualify as a PPS as defined by the Act and is therefore exempt.

9. CONCLUSION

- 9.1 This outlines proposals to undertake reviews of the parking arrangements throughout the Council area. This will also include Perth city centre where it is also proposed to investigate alternative methods of payment in the car parks to modernise them and make them more flexible to customers.
- 9.2 The report outlines the work carried out by Crieff and Upper Strathearn Partnership in terms of revitalising Crieff town centre, and details proposals to introduce on-street parking charges in the core streets within the town centre, and remove charges from three of the four off-street car parks.

- 9.3 This approval will allow a start to be made to the formal procedure to vary the relevant Traffic Regulation Orders (TRO). This procedure will involve statutory consultation, preparation of a draft TROs and advertising in the press. This will provide an opportunity for additional comments to be made or objections to be raised. Should objections be raised, there will be a report back to Committee, with appropriate recommendations at the time.

**BARBARA RENTON
DEPUTE DIRECTOR (ENVIRONMENT)**

NOTE

The following background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) were relied on to a material extent in preparing the above Report; (list papers concerned)

- Findings from a Community Survey on a Revitalisation Scheme for Crieff, Griesbach & Associates, November 2010
- Crieff & Upper Strathearn Partnership - Preliminary Recommendations for Action arising from the Consultancy report on the findings of the Crieff Community Survey, January 2011
- Crieff Town Study: Sustainable Development & Opportunities Appraisal, Students of The University of Dundee, January 2012

Contact Officer: Jillian Robinson, Ext No 77291, jrobinson@pkc.gov.uk
Address of Service: The Atrium, 137 Glover Street, Perth, PH2 0HY
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CHARGING OPTIONS- CRIEFF TOWN CENTRE

Existing Parking Arrangements:

1. Short term charging parking in James Square and King Street car parks – see charges below
2. Long term charging parking in two Leadenflower car parks (1 April – 31 October only) – see charges below
3. Limited ½ hour waiting (no charges) on West High Street, High Street and East High Street
4. Limited 1 hour waiting (no charges) on Church Street, Comrie Street, Galvelmore Street, King Street

Location	Duration	2011/12 Charges	2012/2013 Charges
James Square (18 spaces) Residents Permit	1 hour 1 year	70p £110	80p £120
King Street (65 spaces) Season Ticket	1 hour 2 hours 4 hours 1 Year	70p £1.30 £2.20 £110	80p £1.40 £2.40 £120
Leadenflower Road and Leadenflower St (Charges April to October) (85 spaces) Season Ticket	1 hour 2 hours 4 hours 10 hours 7 Months	70p £1.30 £2.20 £3.30 £70	80p £1.40 £2.40 £3.60 £80

Current Income:

Location	Income 2011/12	+ 10% for 2012/13
James Square	15,837.95	17,421.75
King Street	36,409.65	40,050.60
Leadenflower (Old)	11,934.45	13,127.90
Leadenflower (New)	1,678.90	1,846.79
	£65,860.95	£72,447.04

Options for consideration as follows:

OPTION A

Removal of parking charges from all car parks and introduction of parking charges as follows.

**This is likely to have a negative impact on the willingness to park on-street where it is chargeable. This is reflected in the estimated income.

Proposed on-street parking locations:

Location	No. of Spaces	No. of machines
Main Area		
West High Street	5	1
High Street	5	1
East High Street.	18	2
King Street	13	3
Side Streets		
Church Street	7	2
Galvelmore Street	6	2
Lodge Street	9	1
Comrie Street	8	2
Comrie Road	6	1

Estimate of income from on-street parking (based on 41 spaces in Main Area):

Time	Spaces paid	Income at 40p per ½ hour	Spaces paid	Income at 80p per hour	Total income (£)
0800 – 0900	2	0.80	0	0.00	0.80
0900 – 1000	5	2.00	1	0.80	2.80
1000 – 1100	7	2.80	3	2.40	5.20
1100 – 1200	8	3.20	2	1.60	4.80
1200 – 1300	8	3.20	4	3.20	6.40
1300 – 1400	8	3.20	4	3.20	6.40
1400 - 1500	8	3.20	4	3.20	6.40
1500 – 1600	5	2.00	2	1.60	3.60
1600 – 1700	4	1.60	2	1.60	3.20
1700 - 1800	2	0.80	0	0.00	0.80
Total per day					40.40
Total per 308 charging days					12,443.20

Estimate of income from on-street parking (based on 36 spaces in Side Streets):

Time	Spaces paid	Income at 40p per ½ hour	Spaces paid	Income at 80p per hour	Total income (£)
0800 – 0900	1	0.40	0	0.00	0.40
0900 – 1000	2	0.80	1	0.80	1.60
1000 – 1100	5	2.00	3	2.40	4.40
1100 – 1200	6	2.40	2	1.60	4.00
1200 – 1300	7	2.80	3	2.40	5.20
1300 – 1400	7	2.80	3	2.40	5.20
1400 – 1500	7	2.80	3	2.40	5.20
1500 – 1600	2	0.80	1	0.80	1.60
1600 – 1700	2	0.80	1	0.80	1.60
1700 – 1800	1	0.40	0	0.00	0.40
Total per day					29.60
Total per 308 charging days					9,116.80

Summary

	No. of spaces	Income pa (£)	Capital outlay (£)	Pay back period
Car park spaces to be made free	151	-72,447 (see Note 1)	3,000 (removal of 7 machines)	n/a
On-street spaces to be charged for	77 (41+36)	21,560	35,500 (purchase and installation of 8 machines, installation of 7 machines from car parks)	2+ years
Estimated Total income		£21,560		
Current Total income		£72,447		

Notes:

1. Loss of income (£65,860.95 +10% based on 2012/13 charges) = £72,447.04 per annum

OPTION B

Removal of parking charges from Leadenflower Street, Leadenflower Road car parks and the introduction of parking charges as follows.

** Given that it is proposed to make the on-street and car parking charges the same, the income from King Street and James Square car parks is likely to reduce if on-street charges are introduced. This is reflected in the summary.

Proposed on-street parking locations:

Location	No. of Spaces	No. of machines
Main Area		
West High Street	5	1
High Street	5	1
East High Street.	18	2
King Street	13	3
Side Streets		
Church Street	7	2
Galvelmore Street	6	2
Lodge Street	9	1
Comrie Street	8	2
Comrie Road	6	1

Estimate of income from on-street parking (based on 41 spaces in Main Area):

Time	Spaces paid	Income at 40p per ½ hour	Spaces paid	Income at 80p per hour	Total income (£)
0800 – 0900	6	2.40	1	0.80	3.20
0900 – 1000	10	4.00	5	4.00	8.00
1000 – 1100	18	7.20	8	6.40	13.60
1100 – 1200	20	8.00	10	8.00	16.00
1200 – 1300	26	10.40	12	9.60	20.00
1300 – 1400	26	10.40	12	9.60	20.00
1400 - 1500	26	10.40	12	9.60	20.00
1500 – 1600	20	8.00	10	8.00	16.00
1600 – 1700	10	4.00	5	4.00	8.00
1700 - 1800	6	2.40	1	0.80	3.20
Total per day					128.00
Total per 308 charging days					39,424.00

Estimate of income from on-street parking (based on 36 spaces in Side Streets):

Time	Spaces paid	Income at 40p per ½ hour	Spaces paid	Income at 80p per hour	Total income (£)
0800 – 0900	4	1.60	2	1.60	3.20
0900 – 1000	6	2.40	5	4.00	6.40
1000 – 1100	12	4.80	8	6.40	11.20
1100 – 1200	12	4.80	10	8.00	12.80
1200 – 1300	18	7.20	12	9.60	16.80
1300 – 1400	18	7.20	12	9.60	16.80
1400 - 1500	18	7.20	12	9.60	16.80
1500 – 1600	12	4.80	10	8.00	12.80
1600 – 1700	6	2.40	5	4.00	6.40
1700 - 1800	4	1.60	2	1.60	3.20
Total per day					106.40
Total per 308 charging days					32,771.20

Summary

	No. of spaces	Income pa (£)	Capital outlay (£)	Pay back period
Car park spaces to be made free	85	-14,975 (see Note 1)	£1,000 (removal of 3 machines)	n/a
On-street spaces to be charged for	77 (41+36)	72,195	49,500 (purchase and installation of 12 machines, installation of 3 machines from car parks)	1 year
Existing charging car park spaces	66	34,483 (see Note 2)		
Estimated Total income		£106,678		
Current Total income		£72,447		

Notes:

1. Loss of income from 2 car parks (£13,613.35 +10% based on 2012/13 charges) = £14,975 per annum
2. Reduction in income by around 40% (£57,472.35 – 40%) = £34,483.41 per annum

OPTION C

Removal of parking charges from Leadenflower Street and Leadenflower Road and King Street car parks and the introduction of parking charges as follows.

**Given that it is proposed to make King Street car park free (45 spaces), this will have an impact on willingness to park on-street or in James Street where it is chargeable. This is reflected in the estimated income.

Proposed on-street parking locations:

Location	No. of Spaces	No. of machines
Main Area		
West High Street	5	1
High Street	5	1
East High Street.	18	2
King Street	13	3
Side Streets		
Church Street	7	2
Galvelmore Street	6	2
Lodge Street	9	1
Comrie Street	8	2
Comrie Road	6	1

Estimate of income from on-street parking (based on 41 spaces in Main Area):

Time	Spaces paid	Income at 40p per ½ hour	Spaces paid	Income at 80p per hour	Total income (£)
0800 – 0900	4	1.60	1	0.80	2.40
0900 – 1000	7	2.80	2	1.60	4.40
1000 – 1100	12	4.80	5	4.00	8.80
1100 – 1200	14	5.60	6	4.80	10.40
1200 – 1300	18	7.20	6	4.80	12.00
1300 – 1400	18	7.20	6	4.80	12.00
1400 - 1500	18	7.20	6	4.80	12.00
1500 – 1600	12	4.80	4	3.20	8.00
1600 – 1700	7	2.80	3	2.40	5.20
1700 - 1800	3	1.20	1	0.80	2.00
Total per day					77.20
Total per 308 charging days					23,777.60

Estimate of income from on-street parking (based on 36 spaces in Side Streets):

Time	Spaces paid	Income at 40p per ½ hour	Spaces paid	Income at 80p per hour	Total income (£)
0800 – 0900	2	0.80	0	0.00	0.80
0900 – 1000	4	1.60	2	1.60	3.20
1000 – 1100	8	3.20	3	2.40	5.60
1100 – 1200	9	3.60	4	3.20	6.80
1200 – 1300	13	5.20	4	3.20	8.40
1300 – 1400	12	4.80	4	3.20	8.00
1400 – 1500	12	4.80	4	3.20	8.00
1500 – 1600	7	2.80	3	2.40	5.20
1600 – 1700	4	1.60	2	1.60	3.20
1700 – 1800	2	0.80	1	0.80	1.60
Total per day					50.80
Total per 308 charging days					15,646.40

1. Summary

	No. of spaces	Income pa (£)	Capital outlay (£)	Pay back period
Car park spaces to be made free	130	-55,511 (see Note 1)	£2,000 (removal of 5 machines)	n/a
On-street spaces to be charged for	77	39,424	42,000 (purchase and installation of 10 machines, installation of 5 machines from car parks)	1+ years
Existing charging car park spaces	18	17,421		
Estimated Total income		£56,845		
Current Total income		£72,447		

Notes:

1. Loss of income from 3 car parks (£40,050.65 + £13,613.35 + £1,846.79) = £55,510.79 per annum



