

<b>Committee:</b>	Cabinet
<b>Meeting Date:</b>	1 July 2014
<b>Lead Councillor/s:</b>	Councillor Graham Newman, Cabinet Member for Roads and Transport.
<b>Local Councillor/s:</b>	All Councillors
<b>Director:</b>	Lucy Robinson, Director for Economy, Skills and Environment
<b>Assistant Director or Head of Service:</b>	Andrew Guttridge, Assistant Director, Highways and Transport.
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### **On-Street Parking Account Surplus**

#### **What is the Cabinet being asked to decide?**

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| <ol style="list-style-type: none"> <li>1. Cabinet is asked to approve the proposed distribution of £925,000 from the On Street Parking Account surplus set out in paragraph 18, in addition to the allocations listed in the report which have been made under delegated authority in consultation with the Cabinet Member for Roads and Transport.</li> </ol> |
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#### **Reason for recommendation**

2. Given a healthy balance in the On Street Parking Account surplus, after allocation to listed projects under delegated powers, it is considered that the two proposed countywide allocations will give councillors greater ability to respond to local concerns, and give a much needed boost to small drainage improvements in the aftermath of the very wet 2013/14 winter.

#### **What are the key issues to consider?**

3. Cabinet is asked to consider if the proposed countywide allocation of funds from the balance, after allocation under delegated powers, represents appropriate and beneficial use of the On-Street Parking Account surplus given the legal restrictions outlined in the report?

#### **What are the resource and risk implications?**

4. The proposals will distribute £925,000 from the On-Street Parking Account. This is an ear-marked reserve currently standing at £1,264,109 after allocation of £720,000 under delegated authority. The proposals which Cabinet is asked to consider would then leave a balance in the Account of £339,000. Further income will accrue to the Account during the course of the year.
5. There is a risk that not all projects can be delivered in the 2014/15 financial year but funding is not tied to the financial year and will carry forward if work is not completed.

### What are the timescales associated with this decision?

6. Once a decision has been made, County Councillors and Area Highways Managers can consider suitable projects for the additional countywide funding proposed in this report. Timescales for delivery will vary but the money does not have to be spent in the current financial year – it can be carried forward.

### Alternative options

7. Cabinet could decide on alternative sums to be allocated or not to make countywide allocations as proposed but to allow the remaining balance to be wholly allocated under the existing delegated powers.

### Who will be affected by this decision?

8. Users of the transport network within Suffolk, all County Councillors and borough councils which have bid for funds from the On-Street Parking Account surplus.

### Main body of report

9. There are three car parks which contribute to the On-Street Parking Account. These are Cromwell Square in Ipswich and Cornhill/Buttermarket and Angel Hill in Bury St Edmunds.
10. The on-street pay and display parking in Bury St Edmunds also contributes to the fund. The car parks and on-street charging are managed by the borough councils which set charges in consultation with the Council. Under existing arrangements the borough councils retain their costs for administering the parking from the account and the surplus is returned to the Council.
11. The projected fund balance at 31 March 2014 was £1,984,109 as set out in Table 1 below:

**Table 1**

Balance at end 2012/13	£1,884,618
Funds previously allocated but not spent	(£ 248,359)
2013/14 Income Ipswich	£ 126,087
2013/14 Income Bury St Edmunds	£ 571,763
2013/14 Withdrawals as local contributions to DfT funded cycle safety projects:	
Mildenhall to Beck Row bridleway upgrade/ cycle path.	(£50,000)
Bury St Edmunds cycle bridge over A14	(£300,000)
<b>Total Available at start of 2014/15</b>	<b>£1,984,019</b>

12. Use of surplus income from parking charges and penalty charges is governed by Section 55 of the Road Traffic Regulation Act 1984, as amended by Section 95 of the Traffic Management Act 2004. In using the fund, the council is required to first make good the deficits to the fund and consider whether further off-street parking accommodation is for the time being necessary or desirable. Where surpluses are available for allocation to projects, these must be for the provision of public transport services, highway improvements (as defined by the Highways Act 1980) or local environmental improvements. Environmental improvement is defined in a broad sense to encompass recreational or scenic improvements.
13. Since the amendment of the Constitution by Full Council on 27 May 2010, decisions on the allocation of the On Street Parking Account surplus have been delegated to the Director of Economy, Skills and Environment in consultation with the Cabinet Member for Roads and Transport. However two significant allocations are proposed of general interest to all councillors. Because of the size of the sums involved the Director is seeking Cabinet agreement to these allocations.
14. As the fund is in surplus, the first consideration has been whether “further off-street parking accommodation is for the time being necessary or desirable”. As part of this consideration, bids were invited from all district and borough councils. Bids were received from Ipswich and St Edmundsbury Borough Councils and these are listed in Appendix A. The bids were not just for extra off-street parking capacity but also included other parking related measures and indeed on-highway works.
15. Appendix A also details the decisions taken in each case. The one bid for additional off-street capacity was judged to be not necessary or desirable for the time being. It was generally considered that bids for enhancements to existing car parks, or replacement of equipment, should be met from the funding streams associated with those car parks, and may generate additional revenue so as to be self-funding. Similarly on-highway works, if appropriate, would in most cases be for the County Council to promote.
16. The total value of approved projects from Appendix A is **£30,000**.
17. Appendix B then details the further allocations from the surplus which have been made under delegated authority. These total **£690,000**. These allocations are designed to deal with a variety of highway issues that have arisen and have been prioritised for resolution in discussion with the Cabinet Member but for which there are no available resources in mainstream budgets.
18. Cabinet is asked to consider two allocations of large sums which will have benefits across the whole of Suffolk.
  - a. An allocation of **£525,000** to increase the 2014/15 local highways budgets of all 75 councillors by £7,000 to £15,000. This will help mitigate the fact that local highway budgets now have to bear the full design costs of projects, or will buy additional work on the ground where there is little or no design required.
  - b. An allocation of **£400,000** to be managed by the Area Highways Managers to undertake small local drainage improvements such as new gullies, drains and soakaways. It is important to note that this cannot be used simply to maintain existing drainage systems as it

needs to be demonstrably an improvement. This will help address numerous local drainage problems which were particularly prevalent during the very wet winter of 2013/14.

19. If approved, the commitments against the On-Street Parking Account Surplus, and the remaining balance, are shown in Table 2 below.

**Table 2**

<b>Total Available at start of 2014/15</b>	<b>£1,984,019</b>
Allocations resulting from SEBC or IBC requests	(£30,000)
Other allocations under delegated authority	(£690,000)
<b>Available balance after allocations under delegated authority</b>	<b>£1,264,019</b>
Increase to local highways budgets	(£525,000)
Countywide minor drainage improvements	(£400,000)
<b>Remaining balance</b>	<b>£339,019</b>

20. It is considered that this is an appropriate balance given that there are some projects already identified where further information is being sought, or where further allocations may be made as solutions are developed.

#### **Sources of Further Information**

*No other documents have been relied on to a material extent in preparing this report.*

## Bids from District and Borough Councils Approved or Rejected under Delegated Authority

### Ipswich Borough Council

1. Request for £12,500 to set up a 28 space temporary car park in Foundation Street on IBC land. The requested funds are for ticket machines and lining. **This has not been approved.** IBC operates a commercial car parking service and the investment costs of setting up the car park should be recoverable from the parking charges. There is not considered to be a shortage of car parking in Ipswich at present and park and ride is underutilised.
2. Request for £20,000 for raised bus stop kerbs for Ipswich Buses route 10. These works are to the highway and there is no reason why IBC should promote them separately. The need for additional raised kerbs is considered on a countywide basis. This has not been approved but the need for further investment in raised kerbs at bus stops will be considered.
3. Request for £83,000 for advance direction signing in Ipswich, to be delivered by SCC following consultation by IBC with IBC councillors on the content of the scheme. Signing is wholly the responsibility of SCC and **this request has not been approved.** The need for revised signing in Ipswich will be considered following the completion of the Travel Ipswich project with funding from OSPA or other sources considered at that time.
4. Request for £10,000 for a study on the viability of installing detector loops at public car parks so that information can be displayed on variable message signs. **This has not been approved.** It is already known that dynamic car park information can be obtained and displayed so long as appropriate equipment is provided by car park operators to communicate with the UTMC system.
5. Request for £10,000 for signs within some IBC car parks to “publicise local community events and facilities as well as for commercial purposes”. The provision of notice boards and advertising space would not be an appropriate use of the OSPA surplus and **the request has not been approved.**

### St. Edmundsbury Borough Council

1. Request for up to £10,000 to develop a new seasonal park and ride site for up to 1000 cars at Saxham Business Park. This facility would improve traffic management in the town at a very busy time of year that is crucial to the town's economy. **This has been approved and £10,000 allocated.**
2. Request for £10,000 for feasibility study into introducing pay on exit rather than pay and display. St Edmundsbury BC operates a commercial car

parking service and it should be expected that investments of this nature would be recouped from future car park revenues. **This has not been approved.**

3. A request for £20,000 for a signing audit and provision of new signs. Signing is the responsibility of SCC. **This has not been approved** but the Area Highways Manager will consider the need and likely cost of a scheme for future funding from OSPA or other sources.
4. A request for £5,000 to subsidise and promote initiatives to reward “green travel pioneers” by extending low emission bays and offers in car parks. Whilst the concept of this proposal is good it is not clear exactly what the funding would be used for. **St Edmundsbury Borough Council will be requested to clarify** before a final decision is taken.
5. A request for £4,000 to run a promotion to incentivise the take up of season tickets for long stay parking. **This has not been approved** as it should be expected that this sort of initiative should be funded from car park revenues.
6. A request for **£20,000** to investigate and consult on potential additional Residents Parking Zones. **This has been approved** and the funds will be allocated to the West Area Highways Manager to arrange the work in conjunction with wider work to review Traffic Regulation Orders.

### Other Allocations Approved Under Delegated Powers

1. Abbeygate Street Bury St Edmunds. Amendment to hours of closure. Consultation and TRO. Allocation of **£10,000** to this scheme.
2. West Suffolk Hospital. Measures to address parking problems in the area. Allocation of **£5,000**.
3. Additional funding for TRO reviews to ensure that current restrictions are appropriate and enforceable. Allocation of **£95,000**.
4. Improved signing for low bridges. This is required to improve safety at bridges with low headroom. Allocation of **£120,000**.
5. Public transport promotion to support the Travel Ipswich project. Allocation of **£25,000**
6. Bus shelters / Passenger Information/ Raised kerbing works for improved accessibility. Allocation of **£50,000**.
7. Air quality management area improvements. Allocation of **£20,000** to address air quality problems outside the main towns which currently have funding available from the Local Transport Plan capital grant.
8. Carlton Colville – Gisleham School safety measures. Schemes are currently being assessed. An allocation of **£40,000** has been approved for initial pavement improvements. This has been considered an exceptional case given the severity of problems at school start and end times, and further funding will be considered as viable solutions emerge.
9. Ipswich northern quay Foundry Lane to Bridge Street improvement. Allocation of **£40,000**. This will provide a safer road surface for cyclists, improve the carriageway drainage and provide a delineated space for pedestrians.
10. St. Andrews Street South Bury St Edmunds. Improvement scheme is funded from OSPA but has a shortfall of £83,000. St. Edmundsbury B.C. is meeting half the costs. Recommended allocation of **£42,000** to complete works.
11. Mildenhall cycle way costs have risen due to additional provision for horses. Additional allocation of **£43,000** to complete works.
12. Allocation of **£200,000** to purchase replacement and upgraded SCC owned vehicles for use by community transport operations. These will help ensure that community transport can continue to meet transport needs where there are no scheduled bus services, support the continued viability of community

transport groups, and help ensure the sector can respond to future challenges.

**Total Allocation £690,000**