

GULDFORD SQUARE ROTHESAY – PARKING CHARGES

1. SUMMARY

This report advises Members of the process required to alter the charging regime in Guildford Square, Rothesay, in order to allow development to progress.

2. RECOMMENDATION

2.1 That option 3 is approved.

3. BACKGROUND

- 3.1 Guildford Square Car Park is an area of parking, consisting of perpendicular bays served by the eastern section of Montague Street, a Public Road. The area is classed as “off street” parking and is designated by a Traffic Regulation Order (TRO) as a charging car park.
- 3.2 The sale of the gap site at 15-18 Montague St for redevelopment appears to be conditioned by a requirement to provide free parking for customers to the developed premises.
- 3.3 Removing car park charges is likely to be entirely self-defeating as it is anticipated the area will fill with commuters who will park all day. It is likely that there will be no significant turnover of parking spaces to allow shoppers to park for shorter periods.
- 3.4 It is understood that the developer has indicated that they are prepared to accept a one hour free period and then revert to charging.
- 3.5 This report should be considered along with the report submitted in connection with the redevelopment of the gap site in 15-18 Montague Street, Rothesay.

4. OPTIONS

4.1 This report advises Members of the process required to adopt the proposal to alter the charging regime in Guildford Square, Rothesay

4.2.1 **Option 1** Completely remove charges, remove signs and ticket machine and rescind TRO. The consequences of this are that there will be virtually no

means of controlling the parking area. Commuters are likely to fill the car park all day, thus reducing the turnover of spaces for shoppers.

4.2.2 Option 2 Temporarily remove charges as a trial, making it clear to the public that it is only a trial. Signs can be erected indicating that the parking is for a limited period only. This is very difficult to enforce since the attendant has no means of knowing when a vehicle arrived. Drivers are also likely to declare that they left and returned to argue against any Penalty Charge Notice. It is anticipated that the developer will come to appreciate that free parking is uncontrolled and that the spaces will fill up and the customers will be disadvantaged.

4.2.3 Option 3 Install a car park ticket machine which will provide tickets for one hour free parking at the press of a button or accepts money for longer periods of parking. There is a risk of littering if the machine is abused. It would also be necessary to have a "No Return Period" of, say, two hours or longer to control chain ticketing with free tickets. This involves the parking attendants in additional work to identify vehicles that are parked in abuse of the rule. There is a cost to replace the machine, maintain the machine and provide free tickets.

The current ticket machine is close to the end of its life and would be due for replacement in the next few years. It is likely that the development will take some time till the store opens for customers. An appropriate machine can be installed as a replacement, should members choose this route.

4.2.4 Option 4 Retain the status quo, it is understood that this would not be acceptable to the developer.

5 CONCLUSION

5.1 This report advises Members of the process required to adopt the proposal to alter the charging regime in Guildford Square, Rothesay. This report recommends that option 3 is approved and that a ticket machine is provided that will allow free 'one hour' parking ticket to be issued.

5. IMPLICATIONS

5.1	Policy	Promotes town centre regeneration
5.2	Financial	There is a potential reduction in income with any of the options other than the status quo. The potential loss of income is estimated not to exceed £15,000 per annum
5.3	Legal	Changes to the Traffic Regulation Order
5.4	HR	None

5.5	Equalities	None
5.6	Risk	None
5.7	Customer Services	None

6. APPENDICES

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