

EPSOM GENERAL HOSPITAL PARKING PROPOSAL

Head of Service: Ian Dyer, Head of Operational Services
Wards affected: Town Ward;
Urgent Decision?(yes/no) No
If yes, reason urgent decision required:
Appendices (attached):

Summary:

This report seeks the Committee's approval of a request from Epsom General Hospital to accommodate park 450/500 vehicles within Borough Council car parks for a period of up to one year.

Recommendation (s)

The Committee is asked to:

- (1) Agree to accommodate the request from Epsom General Hospital for car parking for 450/500 vehicles within Borough Council car parks based on the Council's published parking permit prices and any additional costs that may arise from facilitating these arrangements.**
- (2) Agree to delegate authority to the Chief Operating Officer and the Head of Operational Services, in conjunction with the Chair of Environment and Safe Communities Committee, to negotiate an alternative arrangement should the details of the request from Epsom General Hospital change.**

1 Reason for Recommendation

- 1.1 The Council has received a request from Epsom General for 450/500 dedicated car parking spaces for their staff for a period of 12 months, ideally all located on one site.
- 1.2 The parking space is needed by the hospital whilst construction takes place of a multi-storey car park within the hospital grounds. This is subject to the approval of the necessary planning permissions.

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- 1.3 The Council's car parks are currently experiencing lower levels of demand with a knock on impact on car parking income. With changing working patterns and shopping habits since the start of the Pandemic, and with the impact of COVID-19 on the national economy, car parking usage may take some time to return to pre COVID-19 levels. The hospital's request for up to 450/500 spaces could facilitate greater utilisation of the Council's car parks and bring more customers into the Town Centre to support the local economy.

2 Background

- 2.1 None of the Council's car parks have sufficient spare capacity or flexibility to fully accommodate the request for 450/500 spaces on one site. However, it may be possible to distribute this number across more than one Council car park.
- 2.2 The following could be an option for the 450 parking spaces requested by the hospital:
- | | |
|----------------------------|---|
| Hook Road | 350 spaces (of the 530 spaces in total) |
| Upper High Street/Depot Rd | 100 spaces (of the 435 spaces in total) |
| Bourne Hall | 50 spaces (of the 100 spaces in total) |
- 2.3 To achieve the above, it would be necessary to reallocate some users from Hook Road Car Park to other locations, including to more expensive car parks.
- 2.4 Analysis of current commitments at Hook Road Car Park -

Maximum car park capacity **530**

Current permit holders	existing users
Season Permit holders	202
Resident permit holders	15
Staff permit holders	97
Regular parker card holders	122
Car hire lease	50
Total	486
Current spare capacity if everyone is in	44

* plus payment of daily fee.

- 2.5 Proposed re-location of existing users from Hook Road Car Park:

	existing users	Existing users that would have to be relocated
Season Permit holders	202	100 would need to move to Ashley Centre an additional 50 would move to other car parks
Resident permit holders	15	No move possible as reside nearby
Staff permit holders	97	Move to 67 to Depot Rd (part time in the office)

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		Move 30 to Hope Lodge (full time in the office)
Regular parker card holders	122	Hold as can't offer parker card elsewhere
Car hire lease	50	Hold as contingency against further demand
Total	486	247 re-located

- 2.6 Epsom General Hospital have also indicated that 150 of these car parking spaces may be required by their build contractors for a further three years. These would most likely be located in Hook Road car park.

3 Risk Assessment

Legal or other duties

3.1 Impact Assessment

- 3.1.1 There are no equality impacts in this proposal.

3.2 Crime & Disorder

- 3.2.1 A full car park with users coming and going is likely to have a positive impact in deterring anti-social behaviour such as skateboarding and graffiti.

3.3 Safeguarding

- 3.3.1 There are no safeguarding issues with the proposal.

3.4 Dependencies

- 3.4.1 The proposal would be subject to Epsom General Hospital obtaining the necessary consents and approvals to proceed with their own car park development.
- 3.4.2 The Council would need certainty up front about the timeframe for when the parking was required, and for how long and any other detailed requirements the hospital may have. In addition to the upfront financial commitment, the Council would also need a reasonable lead-in time to work with the existing carpark users to facilitate and negotiate their relocation where necessary.

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3.5 Other

- 3.5.1 Council will need to continue to accommodate the parking needs of shoppers, employees returning to work and the needs of other users such as those attending the Rainbow Leisure Centre during the ongoing period of recovery. This will be particularly important for shoppers in the lead up to Christmas. To assist the Council in responding to the potential of greater take up of parking spaces from local shoppers and employees over the coming months, it is proposed to retain the option to displace up to a further 50 contract spaces from Hook Road car park if this should prove necessary..

4 Financial Implications

- 4.1 The negotiated fee for the 500 spaces, as per the proposal outlined in section 2.4, could generate up to an estimated £528,105 based on the 2020/21 permit prices. If the option for 50 spaces in Bourne Hall is not taken then the income for 450 spaces would be £494,605.
- 4.2 A small percentage increase would be applied from April 2021 in line with any increase in permit prices.
- 4.3 The proposed fee has been based on existing published permit prices within the car parks requested, as well as the cost of relocating other permits to more expensive car parks both in terms of car parking fees and administration.
- 4.4 The principle upon which the fee has been calculated is to ensure that the Council is not financially worse off for entering into these arrangements. Whilst car park usage is significantly reduced on pre-Covid levels, usage is increasing and the Council does not want to lose revenue or risk complaints, should the arrangement result in residents being unable to find a parking space in one of our car parks.
- 4.5 The following table shows occupancy levels for the first 5 months of this year, as a percentage of the average of the previous 3 years, for 3 of the car parks affected by this proposal:

	Depot Road	Upper High St	Bourne Hall
April	0.4%	0.2%	3.6%
May	0.2%	1.1%	10.1%
June	18.3%	14.6%	24.2%
July	52.3%	41.8%	32.8%
August	67.8%	49.4%	34.3%
September	68.1%	58.6%	54.9%

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- 4.6 Whilst car park usage in these three car parks has increased significantly since the end of lockdown, there is still considerable way to go to match pre-Covid levels, and there is still a lot of uncertainty surrounding the impact of the virus and further measures that may be put in place.
- 4.7 Although data for the barrier controlled car parks is not available in the above format currently, at pre-Covid 19 levels accommodating the displaced 100 permit holders from Hook Road in the Ashley Centre would have been feasible for the majority of the year, with a squeeze in December when Christmas shoppers drive up numbers. Saturdays throughout the year are also busier in the Ashley Centre car park, but these arrangements would not affect weekends and there is also overflow capacity in the Atkins car park. The risk of revenue loss of being unable to accommodate pay-as-you-go parkers cannot be modelled due to the levels of uncertainty of the virus and how it will impact parking demand. There is also a risk that existing permit holders unhappy with the change in arrangements, or unable to park due to high occupancy levels, become disgruntled and do not renew their permits.
- 4.8 **Section 151 Officer's comments:** Car parking income could be adversely impacted in the months and year ahead by any further government measures to control the spread of Covid-19. In this context, the opportunity to secure a guaranteed income stream from Epsom General Hospital represents an attractive proposal financially for the Council.

5 Legal Implications

- 5.1 None for the purposes of this report.
- 5.2 **Monitoring Officer's comments:** None for the purposes of this report

6 Policies, Plans & Partnerships

- 6.1 **Council's Key Priorities:** The following Key Priorities are engaged:
- Opportunity and Prosperity
 - Smart and Connected
 - Effective Council
- 6.2 **Service Plans:** The matter is not included within the current Service Delivery Plan.
- 6.3 **Climate & Environmental Impact of recommendations:** None. The 450/500 vehicles that would be temporarily using Council car parks are already parking in Epsom.
- 6.4 **Sustainability Policy & Community Safety Implications:** N/A

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6.5 **Partnerships:** The Council would be working with Epsom General Hospital to provide staff parking whilst continuing to engage with other car park users to provide suitable alternatives where necessary.

7 Background papers

7.1 The documents referred to in compiling this report are as follows:

Previous reports:

- N/A

Other papers:

- N/A