

# Briefing on Possible Village Hall Car Park Charges for consideration

This is a high level briefing to explore the potential for charging for the village hall car park. It is not a financial analysis and the costs presented are only indicative. Potential revenue is dependant on the chosen charging structure

## 1. Background

- 1.1. Because there is no charging structure for the village hall car park, parking spaces are abused on a regular basis. There are a number of people that park all day for free when there is a long term car park in the village at £4 per day. It has also been noted but some people leave their cars in the car park and car pool to Campsea Ash rail station.
- 1.2. The abuse of parking is detrimental to village hall users.

## 2. Options

### 2.1. Do nothing

This does not resolve any problems and village hall users will still find it difficult to park when they have paid to use the village hall.

### 2.2. Parish council managed charging

This would drive significant additional requirements on resource for the Parish Council. Legislation would need to be researched, the car park would need to be re lined, ticket machines would have to be installed, enforcement would need to be arranged.

### 2.3. Partner with East Suffolk

The following key points were noted at a meeting with Louis Boudville of East Suffolk Parking.

- There will need to be a legal agreement between ESC and WMPC
- Standard ESC tariff is 2hr £1, 4hr £2, all day £4, Monthly £65, Annual £650
- WMPC can define a tariff – for example perhaps first 3 hours free (to allow village hall users free parking) and perhaps £6 all day to encourage all day users to park in the ESC long stay
- The area for parking can be defined and any vehicles parked outside this area would receive a penalty notice
- Dedicated parking spaces for the vets can be agreed
- Parking on the grass can also be managed although there would need to be a back marking point which could be hedge, a row of posts or a fence. The grass area does not need to be surfaced and can be closed for periods to allow grass to recover. The ramp up to the grass should be smoothed
- The parking area boundary would be published in an offshoot parking order by ESC
- ESC would normally provide lines and signs
- Parking tariff comes to WMPC, penalties go to ESC

## 3. Costs for Option 2.3

These costs will need to be agreed for our particular project. An example of income and costs from another project are likely to include:

- WMPC income is broadly ticket income less operation costs less 20% management fee less enabling costs spread over [7] years.
- Enabling costs spread over the contract period could include:
  - Ticket Machine 4,700
  - Signage 600
  - Mounting Cradles 600
  - Line Painting TBA
- Operating costs per quarter (charging period) could include
  - Patrol staff 2,000
  - Maintenance and comms 470
  - Tickets 250

## 4. Considerations and Risks

- Tariff needs careful thought. A long free period may bring in insufficient revenue to cover costs
- Cost of marking and managing the grass parking, not likely to be too high
- Stakeholder consultation