

APPENDIX 3 - OTHER CAR PARKING CHARGING OPTIONS

Option No.	Brief Description of Option	Potential Outcome	Climate Emergency / Active Travel implications	Local Economy / Regeneration and Vulnerable / Protected groups implications	Implementation Timescale	Resources required to deliver this option	Budget Implications for 2021/2022 and beyond
1	<b>Introduce charges into off-street car parks that are currently Free i.e.; Bromborough, Bebington, Irby, Hoylake, New Brighton etc.</b>	New income from some of the secondary town centres.	Could result in model change and hence positively supports	Potential adverse impact on local economy/regeneration Potential displacement into adjacent residential areas We will actively promote alternative forms of transport and promote active travel. Fees and the effect of these will be monitored going forward and links to purpose of use of the car park for users i.e. shoppers, commuters, workers, residents etc. The appeals procedure is not affected within this change and we will assess each case on its merits.	3 to 6 months for charges/ economic/regeneration report, 3-6 months for full TRO process, inc consideration of objections plus 6-9 months for design, procurement and implementation of equipment.	Capital expenditure required and existing staffing resource Revenue implications, enforcement, cash collection etc	Estimated income <b>£300k</b> per annum (from 2022/23), will depend on scale of charges and number of locations Assuming charges implemented from January 2022 income for 2021/22 would be <b>£75k</b> , this also assumes that parking has returned to pre-COVD levels. The above calculations have been based on the scale of charges for other similar car parks.
2	<b>Introduce new on-street charges into town centre areas e.g. New Brighton, West Kirby, Hoylake, Heswall, Moreton etc.</b>	New income from some town centre areas.	Could result in model change and hence positively supports	Potential adverse impact on local economy/regeneration Potential displacement into adjacent residential areas We will actively promote alternative forms of transport and promote active travel. Fees and the effect of these will be monitored going forward. The appeals procedure is not affected within this change and we will assess each case on its merits.	3 to 6 months for charges/ economic/regeneration report, 3-6 months for full TRO process, inc consideration of objections plus 6-9 months for design, procurement and implementation of equipment.	Capital expenditure required and existing staffing resource Revenue implications, enforcement, cash collection etc	Estimated income <b>£200k</b> per annum (from 2022/23), will depend on scale of charges and final number of locations Assuming charges implemented from January 2022 income for 2021/22 would be <b>£50k</b> , this also assumes that parking has returned to pre-COVD levels. The above calculations have been based on the scale of charges for other similar on-street locations.
3	<b>Introduce parking charges into coastal locations e.g. New Brighton, West Kirby, Leasowe, Hoylake.</b>	New income from some of the seaside/tourist areas.	Could result in model change and hence positively supports	Potential adverse impact on local economy/regeneration Potential displacement into adjacent residential areas We will actively promote alternative forms of transport and promote active travel. Fees and the effect of these will be monitored going forward. The appeals procedure is not affected within this change and we will assess each case on its merits.	3 to 6 months for charges/ economic/regeneration report, 3-6 months for full TRO process, inc consideration of objections plus 6-9 months for design, procurement and implementation of equipment.	Capital expenditure required and existing staffing resource Revenue implications, enforcement, cash collection etc	Estimated income <b>£250k</b> per annum (from 2022/23), will depend on scale of charges and final number of locations Assuming charges implemented from January 2022 income for 2021/22 would be <b>£60k</b> , this also assumes that parking has returned to pre-COVD levels. The above calculations have been based on the scale of charges for other similar car parks/ on-street locations.
4	<b>Standardised Charges</b> <b>This option is to implement a new and standardised tariff structure across all existing and any new charging locations, both on and off-street.</b>	Increased income from existing locations and New income from town centre car parks and tourist areas.	Could result in model change and hence positively supports	Potential adverse impact on local economy/regeneration Potential displacement into adjacent residential areas We will actively promote alternative forms of transport and promote active travel. Fees and the effect of these will be monitored going forward. The appeals procedure is not affected within this change and we will assess each case on its merits.	3 to 6 months for charges/ economic/regeneration report, 3-6 months for full TRO process, inc consideration of objections plus 6-9 months for design, procurement and implementation of equipment.	Capital expenditure required and existing staffing resource Revenue implications, enforcement, cash collection etc	Estimated additional income from existing parking charges <b>£500k</b> per annum (from 2022/23), this assumes the amended charges are implemented from July 2021. The total additional income for 2021/22 would be circa <b>£250k</b> , this also assumes that parking has returned to pre-COVD levels.

<b>Any other comments</b>
<p>May take longer to implement as likely to receive objections to this proposal. Will be unpopular with local businesses and residents. New Brighton Masterplan may impact on local options</p>
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