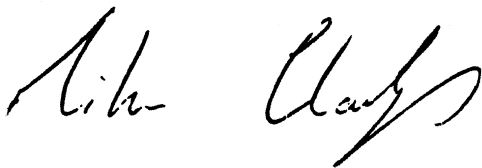


Joint Learning & Economy and Executive Leader / Deputy Leader Scrutiny

Dear Councillor,

Your attendance is invited at a meeting of the Joint Learning & Economy and Executive Leader / Deputy Leader Scrutiny to be held in the Council Chamber, Civic Centre, Consett on Tuesday, 9th September 2008 at 6:00pm for consideration of the undernoted agenda.



MIKE CLARK

Chief Executive Officer

Agenda

1. DECLARATIONS OF INTEREST

To receive any disclosure by Members of personal interests in matters on the agenda, identify the item on the agenda, the nature of any interest and whether the Member regards the interest as prejudicial under the terms of the Code of Conduct.

2. MINUTES

To approve the minutes of this panel's meeting held on 23rd July 2008 as a correct record. (Herewith 'A')

Attached Documents:

[MINUTES A](#)

3. **MANAGEMENT OF OFF STREET CAR PARKING**

To consider the report of the Director of Environmental Service. (Herewith 'B')

Attached Documents:

[MANAGEMENT OF OFF STREET CAR PARKING B](#)

[B APPENDIX ONE](#)

[B APPENDIX TWO](#)

4. **EMPLOYMENT LAND STUDY**

A presentation will be given on the above.

5. **BUSINESS AS USUAL**

To consider the report of the Head of Financial Services. (Herewith 'C')

Attached Documents:

[BUSINESS AS USUAL C](#)

Agenda prepared by Gemma Donaghy, Democratic Services 01207 218249

1st September 2008

JOINT LEARNING & ECONOMY AND EXECUTIVE, LEADER / DEPUTY LEADER SCRUTINY

Minutes of a meeting of the Learning & Economy and Executive, Leader / Deputy Leader Scrutiny Panel held in the Council Chamber, Civic Centre on Wednesday 23rd July 2008 at 6:00 p.m.

Present

Councillor A. Shield (Chair)
Councillor M. Westgarth (Vice Chair)

Councillors I. Agnew, D. Barnett, K. English, W. Gray, L. Marshall, S. Mellor, J. Nicholson, R. Ord, W. Stelling, W. Tyrie, M. Westgarth, T. Westgarth, J. Williams, R. Young.

In Attendance

Councillor J. Hunter

Apologies for Absence

Apologies for absence were submitted on behalf of Councillors H. Christer, R. Cook, D. Hicks, and O. Temple.

1. DECLARATIONS OF INTEREST

There were no declarations of interest submitted.

2. MINUTES

RESOLVED: That the minutes of the Executive Leader/Deputy Leader meeting held 30th January 2008 be agreed as a correct record.

RESOLVED: That the minutes of the Learning and Economy meeting held 4th March 2008 be agreed as a correct record.

3. MINUTES OF EXECUTIVE

AGREED: Members noted the contents of the minutes of the meetings held on the 18th February 2008, 10th March 2008 and 14th April 2008.

4. SCRUTINY OF RED RISK RATED KEY PERFORMANCE INDICATORS 2008/09

The Performance Management Officer presented the report advising Members that as of 1st April 2008 the authority was no longer required to measure local BVPI's. It was agreed by Executive in March 2008 to continue to measure a number of the key indicators throughout 2008/09 alongside the new national indicators introduced on the 1st April 2008.

The Performance Management Officer advised that BVPI 12, which monitored the amount of days lost as a result of absence and sickness was at a lower performance level than at the same period for last year falling from 2.11 days to 2.16 days.

The Deputy Human Resources Manager gave members an update on the action plan, contained in Appendix 1 of the report advising that the two main issues affecting sickness levels were stress and muscular skeletal, focus had been given to these key issues and early intervention strategies and vibration white finger testing had been used to assist in the prevention of these main causes. The pilot improvement plans in General Services had been delayed due to resource issues and impending LGR. Other action plans included increasing stress awareness and training as well as better management of sickness which resulted, regrettably although necessary, in some cases, disciplinary action being taken. In conclusion he added that the information and action plans were being fed into the relevant Human Resources work streams.

Councillor Barnett noted that at Learning and Economy Scrutiny held on the 4th March 2008 he had requested information regarding the age factor in sickness levels. The Deputy Human Resource Manager advised that in preparation to this meeting he was not aware of Councillor Barnett's request but could provide the information following the meeting. Councillor Agnew questioned whether there was an increase in staff stress levels due to LGR, in response the Deputy Human Resources Manager advised Members that there had not been any sickness due to the LGR process, however Officers' were aware that this may occur therefore staff awareness sessions are expected to be set up in the near future.

The Performance Management Officer updated Members on BVPI 109 a. b and c which form the new National Indicator NI 157. The performance for these indicators deteriorated significantly during the latter part of 2007/08 which was mainly due to staffing capacity issues in this service area. The Development Control Manager advised members that the figures used in the Action Plan in Appendix 1 of the report were incorrect and referred to June 2008. She explained that the correct figures for Quarter 1 were as follows:

- 109a Major Planning applications determined in 13 weeks - 40%
- 109b Minor Planning applications determined in 8 weeks - 62%

- o 109c Other Planning applications determined in 8 weeks -85%

She advised that vacancies were advertised throughout the Durham Family Group as part of the LGR guidelines but to date this had been unsuccessful. It was noted that the service had been successful in recruiting one Senior Planning Officer from an agency and that the use of agency staff will continue to be considered along with other options for bolstering capacity which would be investigated as a priority. In response to Members queries regarding the calculation of the performance figures the Development Control Manager advised that the number of major applications can have significant impact on the performance figures, as the authority does not deal with very many even one application can have a dramatic impact on the figures. The lack of senior staff in the department makes it difficult to meet this indicator.

The Performance Manager provided an update on performance with regard to former BVPI 213, the number of households who considered themselves as homeless, who approached the local housing authority's housing advice service, and for whom housing advice casework intervention resolved their situation.

This indicator had demonstrated a steady increase in performance throughout 2007/08 and would be currently placed in the second top performing quartile nationally following the first quarter of the year and this performance would only continue to improve.

The Housing Options Manager advised Members that the action plan in place is having a positive effect as reflected in the performance figures. The Housing Options Team continue to prevent homelessness and the action planning initiatives in place for this indicator are ongoing to contend with the many factors affecting the housing market.

AGREED: That Members note the contents of the report.

5. FUTURE WORK PROGRAMMES

The Chair advised Members on the 5 items that were detailed in the agenda regarding future items for the Learning and Economy and Leader/Deputy Leader Scrutiny panels and gave Members the opportunity to discuss issues that they believe should be scheduled for discussion in future scrutiny meetings and the possibility of meetings being held as joint scrutiny panels.

Councillor Barnett informed Members that he would like to receive regular updates on Enterprise Place, The Deputy Chief Executive advised Members that Enterprise Place were requested to, but failed to submit a business plan, he commented that the building would still remain but the Enterprise Place initiative was likely to cease operation.

Councillor Stelling said in his opinion a lot of discussion and Member/Officer time had already been used regarding the car parking management issues. The Deputy Chief Executive advised that a request had been sent to Durham County Council for some capacity to be allocated to Derwentside, a response was received from DCC advising that they could not offer any officer time to consider the car parking issues. He advised that the car parking management issues could be brought back to scrutiny and Members could be provided with the data to see how Members would like to progress this issue.

Councillor Westgarth commented that the Transitional Plan stated that £800,000 would be allocated for off street parking facilities. The Deputy Chief Executive advised that there was some allocation for improvement to parking in the capital bid, although the majority of the work would consist of resurfacing the current car parks, the possibility of creating more car park spaces would be subject to ward Member discussions and consultation.

Councillor Marshall noted that during previous discussions Members had been vehemently against car parking charges. In response to queries regarding the car parking spaces outside of the Bingo Hall, John Street, Consett, the Deputy Chief Executive advised that he would look at the conditions of their lease to see if the car park should be open at all times.

Discussion took place regarding Worklessness, Members were aware of job losses within the Tanfield Group, The Head of Economic and Community Development advised that they are hoping that the majority of people would find work locally as the Jobcentre plus is expected to prioritise the area. He further advised that a report could be brought back to scrutiny for Member debate.

RECOMMENDED:

That a joint Learning & Economy and Executive Leader/Deputy Leader Scrutiny Panel be held, amalgamating the 5 individual scheduled meetings into 3 joint meetings for the year 2008/09.

Items requested for Joint Learning & Economy and Executive Leader/Deputy Leader were as follows:-

- Worklessness – Officer report and Member debate
- Car Parking Management – Member debate
- Local Strategic Partnerships and L.A.A – Officer Report
- Shotley Bridge Hospital – Member Debate

6. BUSINESS AS USUAL

The Deputy Chief Executive presented the report updating Members on the process and detail of the Business As Usual protocols that were agreed between the County and District Councils in Durham as part as LGR.

A statement was issued advising District councils that they would need to consult with the County Treasurer where part of the capital spending was predicted on the basis of external/new finance becoming available during the year and/or where the Council would seek approval from their Members to proceed projects which were specifically identified in the budget plans. A project or scheme which fits the criteria had to be the subject of a 'business as usual' request and these were coordinated by the Districts' Heads of Finance and submitted to the County Treasurer for consideration.

To date Derwentside District Council had submitted four business as usual requests to the County Treasurer :-

- Family intervention Project
- GIS System
- Careline – Renewal of equipment
- CCTV Network

He further detailed other business as usual requests which were set out in the Transitional Plan and are expected to be submitted over the coming weeks for example:-

- Consett Sports Project
- Disposal of Land to Derwentside Homes
- Craghead Housing Intervention Project
- South Moor Park

Councillor Stelling queried whether the County Treasurer had to provide feedback, The Deputy Chief Executive advised that he is not obliged to provide justification, in conclusion he added that the Consett Sports Project had been submitted but a response had not yet been received.

Conclusion of Meeting

The meeting closed at 6.40p.m.

Chair.

TITLE:	Management of Off Street Car Parking
TO/ON:	Scrutiny
PORTFOLIO:	Economy
BY:	Director of Environmental Services
STATUS:	Report

1.0 **PURPOSE OF REPORT**

- (1.1) At the request of a Member the report which was presented to the Learning and Economy Scrutiny Panel on the 4th September 2007 has again been placed onto the Scrutiny Panel Agenda. The report considers the provision of 'off street' car parks within Derwentside.

2.0. **BACKGROUND**

- (2.1) The Council provides car parks throughout the District in basically three scenarios;
- Main Town Centres
 - Settlements / Villages near to Shopping areas
 - Residential parking, primarily within the former Local Authority housing sites constructed in the 70's and 80's.
- (2.2) A Member Working Group was previously set up to consider the issue of parking. It is true to say that the members of the group felt that Stanley Town Centre and Consett Town Centre were the two areas which should be considered in any management plan for off street parking. The group identified several options for extending car parking provision in Consett and Stanley; however, there was no overall consensus on how this could be introduced.
- (2.3) The main points raised in favour of establishing car parking charges are set out below:
- Demonstrate to District Audit that the Authority is maximising its assets.
 - Can have a positive effect on local business by attracting customers by increased usage.
 - Many people report problems in
- The main points raised against establishing car parking charges are set out below:
- May alienate the public.
 - Unfair impact on workers on low wages who may have to pay approx. £300 per year in car park charges.
 - Will disperse car parking 'on-street'

finding car parking spaces in town centres.

as some people will not want to pay for car park space.

- Financially obtainable.
- Car parking charges would enable money to be released to improve car parks.
- Enforcement of traffic Regulations needed to encourage responsible parking.
- May discourage use of town centres, shoppers may go elsewhere.
- Need to assess the impact of regeneration / development in Stanley area first before deciding on charges.
- Need to enforce existing 'on-street' parking regulations.

(2.4) As part of the Corporate Plan 2006 - 2010 (EH2.2) the Council decided to develop and implement a strategy for the positive management of 'off street' car parks.

(2.5) The issue of parking within housing estates has been recognised and the Council has agreed to a three year programme of verge hardening (now in its second year), working with the County Council to maximise the parking available without damaging the appearance of these residential areas.

3.0 RELEVANT CONSIDERATIONS

(3.1) The development of the Corporate Objective has involved the production of a business case to consider the introduction of a charging policy for town centre parking, which is attached as an Appendix to this report.

(3.2) The business case has been set to reflect current parking provision. However, the Development Agreement now in place with Modus, who are looking to develop Stanley Town Centre, and the disposal of the Thorneyholme Terrace car park to the Primary Care Trust for a new Health Centre, will have a significant effect on Stanley's parking arrangements in the short to medium term.

(3.3) The sale of the car park at Thorneyholme Terrace in Stanley will mean the removal of 124 public parking spaces, when development commences. This work is due to commence in August 2008 and the new development will include no public parking; the current Health Centre site will provide a small amount of restricted use car parking when the building is demolished.

(3.4) The Modus Development would initially remove some 104 spaces from the town during the construction phase, being the former Bus Station site.

(3.5) Upon completion of the Modus development a car park of not less than 500 spaces would be provided, and the Development Agreement includes the following terms with regard to car park management;

'To consult with the Council as Landlord and acting reasonably agree a fair pricing system for charging for parking at the car parks for the purposes of:

- Encouraging the use of the car parks by members of the public for short term parking.
- Discouraging the use of the car parks by members of the public for long term parking.
- Not favouring a single retailer.'

(3.6) The net effect is that, upon completion of the programmed new developments in Stanley, the parking provision will be increased as demonstrated below;

Current Asda Car Park - 256

Thorneyholme Car Park -124

*Former Bus Station Site - 104

(*note that this car park was only ever available as a temporary measure)

Total - 484

Shopping Development 500

Net increase in Stanley of + 16 spaces.

If the temporary car park on the old Bus Station site is excluded, then it can be seen that there would be a significant increase in town centre 'off street' parking of 120 spaces.

(3.7) The construction period for both developments is likely to be consecutive, with the PCT work lasting about 12 months from August 2008, and the retail development unlikely to start until 2009 due to site assembly and Compulsory Purchase timetables. During that time there could be a reduction of up to 161 spaces in Stanley town centre.

(3.8) The mitigation of that impact can be achieved, in part, by directing traffic to the former Swimming Baths car park at Slaidburn Road, which has capacity for 127 spaces. The PCT have agreed to identify this car park in their staff management plans and their travel directions to patients. However, there is a need for Durham County Council (as the Highway Authority) to consider the requirements for pedestrians who would have to cross Stanley By Pass. Correspondence with the County Council has yet to progress this issue to any real conclusion.

(3.9) The business case also raises a number of other issues in relation to public safety within car parks, and works which could improve this aspect. The risks to cars within our town centres is quite low, however, the Crime Reduction Task Group have included in their aspirational list of objectives a proposal to assess all car parks against the criteria for 'Safer Car Parks' award. The numbers of recorded car crimes for last 3 years for the car parks in the whole of Derwentside is shown below;

(3.10)	2004 / 2005	2005 / 2006	2006 / 2007
Total number of vehicle related crimes (in operational hours)	144	98	92
Total number of thefts from a vehicle	64	34	29
Total number of thefts of a vehicle	24	18	19
Total number of incidents of criminal damage to a vehicle	56	46	44

- (3.11) Car parking charges within Stanley and Consett town centres are an obvious way forward, not only in terms of effective town centre management, by properly regulating traffic management for our major settlements, but also in terms of improving the vitality and viability of our major trading centres. The work that has been done shows that we need to have that turnover of key parking spaces, rather than allow them to be monopolised by free all day parking, and encourages people to visit the shopping centres, to improve our town centres. However the latest work shows that if there is a need for Capital investments, the payback period for bringing in the infrastructure to support charging could be between 3 – 5 years. It would therefore be essential to have the County Council, who have the ‘on street’ parking responsibilities, on board with any proposal.
- (3.12) The current situation is that the introduction of any parking management is not on the County Council high priority list whilst the various issues associated with Local Government Reorganisation remain unresolved. Whilst there are some obvious benefits for the area by bringing in parking regulations, these need to be done for both ‘on street’ and ‘off street’ areas in order to be effective, so this may well be considered as an issue to be determined by the new Authority.

4.0. **Conclusion** (at the Learning and Economy Scrutiny Panel on the 4th September 2007)

- (4.1) Members are invited to discuss the way forward on ‘off street’ car parking within Derwentside.

Report prepared by John Shepherd, Head of General Services and Peter Reynolds, Director of Environmental Services.

**OFF-STREET CAR PARKING
BUSINESS CASE FOR THE INTRODUCTION
OF PARKING CHARGES**

DERWENTSIDE DISTRICT COUNCIL

Prepared by

CAPITA SYMONDS

Status (Shaded)		Names	Signatures	Date(s)
Draft	Final	Prepared		
		Mark Largue		
		Approved	SCW	02/08/07
		Steve Wilson		

Distribution List

1. Trevor Watson, Derwentside District Council
2. Capita Symonds Durham Office File Copy

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CONTACT

Steve Wilson
Senior Engineer
Capita Symonds
Finchale House
Belmont Business Park
Durham
DH1 1TW

Tel: 0191 3706012

Email: steve.wilson@capita.co.uk
www.capitasymonds.co.uk/roadsafety

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EXECUTIVE SUMMARY

In May 2007, Capita Symonds were commissioned to assist in the introduction of parking charges in off street car parks in Consett and Stanley. A business case is the first step in this process. This builds on previous studies carried out by Capita Symonds in 2003 and 2005.

There have been several changes to car parks since 2003 therefore the condition and parking surveys originally carried out in 2003 were repeated. A cost benefit analysis was produced by balancing the initial capital and running costs against potential revenue from parking charges and penalty charges. Three possible scenarios have been considered – optimistic, medium and pessimistic although this last one was is not considered in any detail. It is thought that the medium scenario is the most likely to occur

It is concluded that there is a robust business case for the introduction of parking charges in Consett and Stanley as the potential income is likely to exceed running costs. Given that capital works would be required to bring the quality of car parks up to a satisfactory standard it will take time for the scheme to break even. However with the right charges in place this should be possible in both locations within 5 years.

Notwithstanding this there are many unquantifiable benefits of introducing parking charges. For example the improvements to the parking provision in the town centre will benefit the town and the increased lighting and camera coverage will increase safety for all users not just car users. Also there will be an improved environment, better access and enhanced safety. It would also bring the provision of disabled parking facilities up to the standard advised in the Disability discrimination Act Advisory Document. 'Inclusive Mobility'.

The introduction of parking charges will inevitably cause some migration to on street parking and private car parks. It is therefore strongly recommended that consultations are held with Durham County Council and private car park operators with a view to introducing complementary measures on street and in private car parks. These, if introduced, should help the scheme to break even earlier.

An implementation programme has been developed which shows that it would be possible to start operating on 1st April 2008. However it is considered unlikely that the complimentary measures could be in place by this date.

It is recommended that approval is given to the introduction of parking charges in Consett and Stanley and that the necessary Traffic Regulation Orders are progressed

1. INTRODUCTION

1.1 Background

In 2003, an investigation for the implementation of a car parking strategy within the Derwentside District was carried out. Recommendations aimed at solving car parking issues were specified for Stanley and Consett. These were to consider the introduction of parking control in the form of Pay and Display for both on street and off street parking and to develop targets for implementation.

In May 2005, Capita Symonds carried out research into the impact on shop traders and businesses on introducing parking charges to Stanley and Consett. Conclusions were that charges if introduced within a revenue investment policy could have an overall positive effect on local business.

In October 2005, Capita Symonds was commissioned by Derwentside District Council to investigate off street car parking charges to include proposals for both long stay and short stay car parking, to include both council owned and privately owned car parks and to produce a report on the findings of the study.

In May 2007, Capita Symonds were once again commissioned to assist in the introduction of parking charges in off street car parks. This will involve the following:

1. Production of a programme/timetable showing all necessary activities required to begin operation on 1st April 2008.
2. Production and agreement of a viable business case. This will balance potential revenue from the car parks against capital costs including upgrades (surfacing, lighting, signing, CCTV, disabled provision), cost of introducing traffic regulation orders, enforcement costs, cost of defending tickets against appeals, maintenance costs
3. Advice on the balance between short stay and long stay parking.
4. Advice on requirements necessary to achieve safe car park status.
5. Advice on overnight HGV parking provision
6. Advice on gaining membership of an adjudication scheme for independent determination of appeals against parking fines
7. Design of all necessary upgrades associated with step 2
8. Making all necessary Traffic Regulation Orders associated with the car parks

As there have been many changes in the car parks since 2003, in particular in the case of Stanley, it was considered necessary to re-survey all car parks and repeat parking surveys.

1.2 The Car Park Locations

The two locations assessed for off street parking control initiatives are Consett and Stanley. At the inception meeting Derwentside District Council provided plans showing the layout identifying the car parks within each area to be considered for off street car parking charges. This included both council owned and privately owned car parks. These plans are attached as Appendix A.

1.3 Legal Context

Traffic regulation orders for car parks are made under Section 39(3) of the Road Traffic Regulation Act 1984. This would allow Derwentside District Council to charge for parking in off-street car parks and impose penalty charges if conditions are infringed. As Durham is a two tier authority the County Council are the highway authority and as such they are responsible for any on-street measures.

1.4 The Study

The general objective of the study is:

- To assess the feasibility of self financing parking control.

The methodology followed was as detailed below:

- To carry out a detailed survey of identified car parks and identify remedial works required.
- To investigate off-street parking control (parking charges, enforcement of potential car parking initiatives).
- To calculate potential income based on predicted car park occupancy.
- To investigate the need for complimentary on-street measures.
- To carry out preliminary consultation.
- Cost/Benefit analysis.

2. IDENTIFICATION OF COSTS

2.1 Car Parking Surveys

A survey of off street parking areas in Consett and Stanley was undertaken in May 2007.

The survey aimed to identify any remedial works required to bring the car parks up to an acceptable level and also any additional services required to bring the car parks to a satisfactory and safe standard for parking.

Plans showing the required works for each car park are attached as Appendix B, along with estimated costs for works required to bring the car parks up to an acceptable standard.

2.2 Costs

The costs for implementing a regime of parking charges can be divided into two parts:

Initial start up costs

These will include:

- Introduction of Traffic Regulation Orders.
- Remedial works to car parks
- Installation of pay and display machines and associated signage.
- Costs of recruiting and training enforcement personnel.
- Cost of joining adjudication scheme

Operating costs

These will include:

- Ongoing employment of parking enforcement staff.
- Additional administration staff to deal with complaints and enquiries.
- Enforcement related expenditure (NPAS, Safe Parking Accreditation, DVLA enquiries).
- Supplies and services (maintenance of machines, lighting and power costs etc).

See Appendix D for a breakdown of possible income and expenditure.

3. REQUIREMENTS FOR SAFER CAR PARK AWARD

- 3.1** In order to determine the requirements necessary to achieve safe car park status, it is compulsory to become a paid up member of the scheme. There is a joining fee associated with this of £50.

In addition, once a facility has achieved the Park Mark Safer Parking award, there is a cost for registering each facility. The cost to register one car park is £210; however, there is a reduction on a sliding scale for each additional car park registered.

4. HGV PARKING PROVISION

- 4.1** It is good practice for Local Authorities to ensure that suitable off-street parking facilities for HGV's are available in or near areas covered by overnight prohibitions. It is not, however, a legal requirement and many authorities do not provide such facilities.

Preliminary consultations with Durham County Council suggest that they would not be willing to support such a use for the car park off Slaidburn Road unless suitable pedestrian routes into the town centre can be provided. They consider that this is not possible with the current layout of A693/High Street roundabout. In view of this the existing car park in this location does not appear suitable for HGV parking but it has been included in the cost/benefit analysis as a long stay car park.

5. CONSETT

5.1 Off Street Parking

Off street parking is identified at the following locations in Consett.

The locations of the car parks are illustrated on Drawing No. CS/024723/001, Appendix A.

Council Owned Car Parks

ALBERT ROAD

This is the most convenient car park for shoppers for access to Front Street and Middle Street.

There is a single vehicular entrance/exit from Albert Road. Shoppers have access through to Middle Street via Britannia Arcade, an alleyway which leads through the rear of the shops which back onto Nile Street. A second pedestrian access at the south-east corner of the car park leads onto Middle Street via Nelson Street and a third pedestrian access point is located in the north-east section of the car park. Access to Middle Street can be gained via Middle Court.

There are currently no parking restrictions and the car park is signed as free from Front Street. The car park has a total number of 162 spaces, 4 of which are designated for disabled use only. The disabled bays are of the standard width including the 1.2m allowance either side to allow wheelchair access to the vehicles.

The following services are also provided:

1. CCTV coverage
2. Recycling facility (possible relocation to increase capacity)
3. Bicycle parking facility

As a result of the site inspection, the following works have been identified as necessary to bring the car park to an acceptable standard:

1. Demarcation of parking bays to be renewed
2. Drainage channels to be jetted, gullies to be cleaned
3. Installation of ticket machines and associated signage
4. Additional disabled parking spaces to be introduced.

It is estimated that the cost of the above remedial works is approximately £21,000.

The proposals are shown in Appendix B, Drawing Number CS/024723/005.

EDITH STREET

The car park is located at the junction of Albert Road and Parliament Road. It is conveniently sited for access to the town centre within a 3 minute walk. There are currently no parking restrictions.

Vehicular access is gained via Edith Street, a narrow residential street with parked vehicles either side. The car park has a total number of 12 bays, with no disabled provision and the overall surface condition of the car park is good.

Pedestrians access the car park via a makeshift footway across the surrounding grass area to the north of the car park, and also through the verge to the east.

Derwentside DC – Off Street Parking

The following services are also provided:

1. CCTV coverage as part of a wider town centre system.

The issues that require to be addressed to bring the car park to an acceptable standard are:

1. Demarcation of parking bays to be renewed
2. Cleaning/emptying of gully chamber
3. Installing of a pedestrian access into the rear of the car park for access to shopping area.
4. Provision of a disabled parking space.
5. Proposing yellow lines to car park entrance to improve visibility on exit (this would require Durham CC to process the necessary TRO)
6. Direction signing for car park.
7. Provision of an additional lighting column.
8. Installation of ticket machines and associated signage.

It is estimated that the cost of the above remedial works is approximately £ 7,500.
The proposals are shown in Appendix B, Drawing Number CS/024723/006.

GIBSON STREET (NORTH)

This is used as both a car park and as vehicular access to the garage business adjacent to the area. A single pedestrian/vehicular entry/exit point is attained via Gibson Street. There are two further pedestrian walkways located in the north-east and north-west corners leading to the residential areas to the rear of the car park.

The car park has a total number of 22 parking bays but there is no disabled provision.

The overall surface condition of the car park is of a poor standard.

The issues that require to be addressed to bring the car park to an acceptable standard are:

1. Resurfacing of entire car park.
2. Demarcation of parking bays to be renewed.
3. Disabled parking to be provided.
4. Provision of additional street lighting.
5. Provision of CCTV coverage.
6. Installation of ticket machines and associated signage.

It is estimated that the cost of the above remedial works is approximately £37,000.
The proposals are shown in Appendix B, Drawing Number CS/024723/007.

GIBSON STREET (SOUTH)

This car park is located directly opposite the Gibson Street North car park. It has two areas, the main area of which is used for parking only. The second area also acts as a throughway to Thomas Street, a no through road, which is used for parking and loading at the rear of the retail area on Newmarket Street/Victoria Road. Both areas each have a separate vehicular entrance/exit point via Gibson Street.

The total capacity of the car park is 44 parking bays, this includes 4 disabled provisions.

The issues that require to be addressed to bring the car park to an acceptable standard are:

1. Demarcation of parking bays to be renewed.

Derwentside DC – Off Street Parking

2. Drainage gullies require cleaning/emptying, currently obstructed by vegetation and litter.
3. Provision of CCTV coverage.
4. Installation of ticket machines and associated signage.
5. Relocation and redistribution of disabled parking provision.

It is estimated that the costs for the above remedial works is approximately £11,000. The proposals are shown in Appendix B, Drawing Number CS/024723/007.

REAR OF MEDOMSLEY ROAD

This car park has a central Consett location, and is recommended for use as a short stay parking zone for shoppers visiting the area.

The total capacity of the car park is 28 bays; this does not include any disabled provisions. As the layout of the parking bays are angled, the width of the bays is determined by the kerbed edge of the footway to the rear of the bays. Therefore, this would affect the implementation of disabled bays with the standard 1.2m door/entry allowance.

Access for vehicles to the street is via Sherburn Terrace and leads out onto Hartington Street at the opposite end. At present traffic flows both ways on the street, implementing a one way system may improve the flow of traffic on the street and prevent congestion or accidents.

The issues that require to be addressed to bring the car park to an acceptable standard are:

1. Provision of disabled parking spaces.
2. CCTV coverage to be installed.
3. Direction signing for car park required.

It is estimated that the cost of the above remedial works is approximately £16,000. The proposals are shown in Appendix B, Drawing Number CS/024723/009.

SHERBURN TERRACE

This car park is located within a 3-4 minute walk of the central Consett area. The car park is adjacent to Sherburn Terrace and there are no parking restrictions.

The car park has a total capacity of 61 parking bays and vehicular access is gained from Wear Street. A ramped pedestrian access, which is suitable for disabled access, is located at the north-west corner of the car park.

A single concrete drainage channel lies at the rear, serving both the car park and adjacent side road. The overall surface condition in the car park is of a satisfactory standard.

The following services are also provided:

1. CCTV coverage

Further to the site investigation, the following works have been identified as necessary to bring the car park to an acceptable standard:

1. Demarcation of parking bays to be renewed
2. Disabled parking provision to be introduced
3. Signing as to location of car park to be installed
4. Provide new fencing to secure car park from rear lane.
5. Installation of ticket machines and associated signage.

It is estimated that the costs of the above remedial works is approximately £13,000. The proposals are shown in Appendix B, Drawing Number CS/024723/010.

JOHN STREET

This car park is accessed from John Street. The capacity of the car park is 5 parking bays; this does not include any disabled parking provision. The surface of the car park is rough landscaped made up of loose gravel and earth. No drainage is present in the area and pooling of surface water in potholes has formed.

The issues that require to be addressed to bring the car park to an acceptable standard are:

1. Provision of suitable surfacing and drainage to car park.
2. Disabled parking provision to be implemented.
3. Demarcation of parking bays to be installed.
4. Ticket machine and associated signing to be installed.
5. CCTV coverage to be installed (Coverage can be shared with adjacent car parks in the street).

It is estimated that the cost for the above remedial works is approximately £10,000. The proposals are shown in Appendix B, Drawing Number CS/024723/008.

ADJACENT TO SNOOKER CLUB ON JOHN STREET

This car park is accessed from John Street. The capacity of the car park is 19 parking bays; this does not include any disabled parking provision. The car park is made secure by a steel fence around the perimeter, and steel gate on entrance, which is currently closed to vehicles.

The issues that require to be addressed to bring the car park to an acceptable standard are:

1. Re-opening of gate to car park.
2. Disabled parking provision to be implemented, demarcation of parking bays to be amended accordingly.
3. Condition of fluorescent lighting tube attached to wall of snooker club to be reviewed and lighting upgraded if required.
4. Ticket machines and associated signing to be installed.
5. CCTV coverage to be installed (Coverage can be shared with adjacent car parks in the street).

It is estimated that the cost for the above remedial works is approximately £6,000.

Privately Owned Car Parks

VICTORIA CENTRE

This is a private car park for shoppers to the Victoria Centre, however, it is also utilised by shoppers to the central Consett area due to its location. A parking restriction of 2 hours maximum stay is signed on the entrance.

There is a single vehicular entrance/exit from Medomsley Road. Pedestrian access is via the Medomsley Road entrance/exit, and in the south east corner from Victoria Road where disabled ramp and stair access leads to the shopping area. Entrance for pedestrians to the bus station is also gained via the car park. A taxi office is located in the north east corner, which operates 2 standard and 1 disabled parking bay.

Derwentside DC – Off Street Parking

The parking area open to shoppers has a total capacity of 93 spaces, 5 of which are designated for disabled use only. A pick up point is also located directly opposite the LIDL superstore entrance.

The overall surface condition is of a good standard.

The following services are also provided:

1. Street lighting
2. CCTV coverage

DERWENTSIDE COLLEGE

This is a private car park for those attending the college. The car park is split into two sections, the larger of which being the main parking area having a number of 169 bays. The second area, adjacent to the college building, has a total of 22 bays 8 of which are designated disabled. The access road from Front Street is the singular entrance/exit point for vehicles.

Pedestrians may access the college via the main access road from Front Street, or via a second pedestrian footway at the opposite end of the access road which leads into the Gatehouse Factories site.

This overall condition of the car park is of a good standard.

HERMISTON RETAIL PARK

This private car park is intended for use by shoppers of the retail park only. The car park has a total capacity of 637 spaces; this includes 32 disabled parking provisions and 18 mother and toddler bays.

Access for vehicles to the car park is gained via the Front Street/A692 roundabout, from which a road leads to the north and south of the car park. Pedestrian access is gained from Front Street via a stepped entry point leading to a bus stand.

The car park has a recycling facility located in the north-west corner, which spans an area equivalent to 11 parking bays.

The condition of the overall of the car park varies in areas.

DOCTORS SURGERY

This is a private car park for staff and visitors to the surgery. Access is attained via Delves Lane. The total capacity of the car park is 59 parking bays; this includes 4 number disabled provisions.

The surface of the car park is coloured block paving, the overall surface being grey and the marking of bays in red. The condition of the paving is excellent. Disabled parking bay symbols are in yellow thermoplastic screed and are clearly visible.

Drainage gullies and slot drains to the car park are all clear and functioning properly.

A 1m high secure fence is in place around the surgery grounds and there is also a steel gate on the vehicular entrance.

The area is covered by 3 stationary CCTV cameras located off positions of the surgery building.

ALDI SUPERSTORE

This is a private car park for shoppers to the Aldi superstore and is signed as such on entrance. The total capacity of the car park is 122 parking bays which include 5 mother and toddler, and 9 disabled parking bays.

The main pedestrian and vehicular access to the car park is gained from Front Street; a second pedestrian access point is via a stepped walkway onto Knitsley Lane. Further to the aforementioned access points, a number of makeshift walkways have been made around the car park through the vegetated verge surrounding the area.

SNOOKER CLUB ON JOHN STREET

This is a private car park adjacent to the old snooker club. Vehicular access is gained via the unnamed side street adjoining from John Street.

The surface of the car park is rough landscaped made up of loose gravel and earth. No drainage is present in the area and pooling of surface water in potholes has formed. At the time of visiting the car park provided accommodation for 11 vehicles. However, accesses to the rear of the club for loading and also a garage to the rear were blocked by parked vehicles.

Potential Car Park Locations

OAK STREET (PROPOSED DEVELOPMENT)

This is currently a landscaped area located to the rear of Albert Road amongst a series of side streets. Pedestrian access through the rear of the houses on Albert Road leads to the Middle Street and the surrounding retail areas. The area has a potential capacity of approximately 35 vehicles. The area is used as a walkway through to Albert Road and the adjacent retail area, and also is used by dog walkers and children as a play area. Plans for development may be met with conflict with local residents' interests. Also the adjoining side streets may require upgrading for the safe flow of traffic in the area.

The estimated costs of constructing the car park in the area would be £85000, which would include surfacing, drainage, demarcation of bays, CCTV and lighting.

WEAR STREET (POTENTIAL DEVELOPMENT)

This area adjacent to the Doctors surgery requires considerable development as it is currently made up of rough gravel and earth. Access to the site is via Medomsley Road and the entrance to the surgery car park. The site is ideally located for long stay parking provision being an approximate 5 to 10 minute walk from the centre of town.

The car park has a potential capacity of approximately 70 parking spaces.

The estimated costs of constructing the car park in the area would be £178,000, which would include surfacing, drainage, demarcation of bays, CCTV and lighting.

5.2 On Street Parking

There is a considerable amount of formal and informal on street parking throughout both the main streets and adjoining side streets in Consett. Much of this parking is unrestricted; however there are several areas where parking prohibitions are present.

Derwentside DC – Off Street Parking

These include:

- No waiting areas throughout the town centre.
- Waiting limited to 30 minutes on John Street and Victoria Road.
- Loading only bays on Trafalgar Street and Taylor Street.
- Disabled parking spaces on Front Street.
- Taxis only bays on Front Street.

The existing restrictions are illustrated on drawing no. CS/024723/003, in Appendix A.

The above restrictions are enforced on an ad-hoc basis by Durham Police.

The percentage occupancy of spaces in Consett is never greater than 50%; therefore there is currently plenty of spare on street capacity.

In order to minimise the number of motorists choosing to park on street rather than pay a parking charge a range of complimentary on street measures are proposed. These proposals are attached at appendix D. It should be noted that Durham County Council would be responsible for the introduction of these measures.

6. PARKING SURVEY ANALYSIS

6.1 Vehicle Parking Survey

A survey of off street parking areas in Consett was undertaken on Tuesday 22nd May 2007, between the hours of 8.00am and 6.00pm.

The survey comprised of a vehicle registration survey at periodic intervals, which allowed duration of occupancy, turnover of spaces and spare capacity to be determined for each car park.

Table 1 shows the length of time each vehicle spent in each individual car park. From this and geographical knowledge of the area the suitability of each car park, whether it be long or short stay was determined.

Table1

CAR PARK	Up To 2 Hours	Up to 4 Hours	Up to 8 Hours	Total No. of Cars Parked During The Day
Wear Street	22	5	0	27
Sherburn Terrace	25	17	24	66
Rear of Medomsley Road	12	11	23	46
Victoria Centre	354	14	5	373
John Street 1	11	2	3	16
John Street 2	1	2	3	6
Gibson Street North	34	2	10	46
Gibson Street South	58	5	19	82
Hermiston Retail Park	819	11	9	839
Aldi	96	9	17	122
Albert Road	201	106	52	359
Edith Road	16	2	8	26

6.2 Breakdown of Long/Short stay provision

The car parks that should be designated as short stay are ideally those that are located in a central and convenient location for shoppers and passing trade. The car parks in Consett that meet these criteria are Albert Road, Edith Street and the two car parks off Gibson Street.

Sherburn Terrace, John Street, Rear Medomsley Road and the two potential car parks are proposed to be designated as long stay, as these car parks are not in the centre of the town, but are close enough for people to use for commuting purposes.

Derwentside DC – Off Street Parking

The breakdown of proposed long stay and short stay parking is as follows:-

Location	Car Park	Spaces
Albert Road	Short Stay	162
Gibson Street South	Short Stay	22
Gibson Street North	Short Stay	44
Edith Street	Short Stay	12
	Total	240
John Street	Long Stay	25
Rear Medomsley Road	Long Stay	28
Sherburn Terrace	Long Stay	61
Wear Street	Long Stay	70*
Oak Road	Long Stay	35*
	Total	219*

*Potential spaces.

7. STANLEY

7.1 Off Street Parking

Off street parking is identified at the following locations in Stanley.

The locations of the car parks are illustrated on Drawing No. CS/024723/002, Appendix A.

Council Owned Car Parks

ADJACENT TO CENTRAL WORKING MENS CLUB

Located within a 5 minute walk of Front Street and to the rear of Clifford Road, this car park is ideal for short stay shoppers visiting the main retail area in Stanley.

The car park has accommodation for 30 vehicles, this does not include any provision for disabled parking and therefore consideration for the implementation of such spaces must be included in any costing for upgrading.

Access to the car park is via Ritson Street off the A693/Wear Road roundabout. A pedestrian walkway in the south-east corner of the car park leads to a subway underpass of the A693 leading to residential areas, while there are also good links to the town centre facilities.

In the verge to the south of the car park adjacent to the A693, planted trees may cause obstruction to the surrounding street lighting columns and also the CCTV camera which covers the area.

The overall surface condition of the car park is of a good standard.

The following services are provided:

1. Street lighting
2. CCTV coverage

As a result of the site inspection, the following works have been identified as necessary to bring the car park to an acceptable standard:

1. Demarcation of parking bays to be amended to include disabled provision.
2. Trimming back required of trees planted in verge causing a potential obstruction to lighting and CCTV.
3. Installation of an additional street lighting column.
4. Drainage gullies require emptying.
5. Need for installation of signing to car park.
6. Provision of ticket machine and associated signage.

It is estimated that the cost for the above remedial works is approximately £6,500.

The proposals are shown in Appendix B, Drawing Number CS/024723/011.

COUNCIL OFFICES

This car park may be used by the public during out of office hours only. It has accommodation for 20 vehicles, which does not include any disabled provision.

It is located centrally to the rear of Front Street. Access for vehicles is via Beamish Street, whilst pedestrians may enter via the walkway through to Front Street or via Anthony Street.

Derwentside DC – Off Street Parking

A build up of silt up against the wall at the rear of the car park suggests that the drainage provision may need to be reviewed.

As a result of the site inspection, the following works have been identified as necessary to bring the car park to an acceptable standard:

1. Resurfacing required due to loose surface, surface defects i.e. potholes, cracking.
2. Demarcation of parking bays to be repainted.
3. Implementation of disabled parking provision.
4. Review of drainage system.
5. Installation of ticket machines and associated signage.

It is estimated that the cost for the above remedial works is approximately £8,000.

As the car park is not for public use during the working day, it is not recommended that this car park is included in the proposed charging scheme.

ROYAL ROAD

This car park is located at the northern most end of Front Street adjacent to Market Hall. The capacity of the car park is 21 vehicles with no disabled provision. This car park would provide a suitable facility for long stay parking.

Access to the car park for vehicles is via Royal Road, pedestrians may also access the car park via a footway leading onto Station Road from the rear of the car park.

The surface condition of the car park is satisfactory; however, the drainage gully on the site is blocked with litter and debris, leading to potential ponding problems after rainfall.

The following services are also provided:

1. Street lighting

As a result of the site inspection, the following works have been identified as necessary to bring the car park to an acceptable standard:

1. Demarcation of parking bays to be renewed and to include disabled provision.
2. Drainage gullies to be cleared of debris.
3. Provision of CCTV coverage.
4. Installation of ticket machines and associated signage.
5. Installing of a hardstanding area to accommodate ticket machine.
6. Direction signing for car park

It is estimated that the cost for the above remedial works is approximately £9,000. The proposals are shown in Appendix B, Drawing Number CS/024723/014.

THORNEYHOLME TERRACE

This car park is suitably located to be utilised as a short stay facility for shoppers visiting the central Stanley area. Access to the car park is gained via the A693/A6076 roundabout Car parking provision at this location is signed from this roundabout.

Derwentside DC – Off Street Parking

The car park can currently accommodate 124 vehicles, which includes the provision of 4 disabled parking spaces. There is also the provision of a motorcycle parking space, located in the north-west corner of the car park.

The only parking restriction currently in force is the banning of commercial vehicles for overnight parking; this is signed at the entrance to the car park. No other signage is present.

Pedestrian links to the town centre are satisfactory and utilise the pedestrianised area of Clifford Road to access the shopping facilities on Front Street.

The surface condition of the car park is poor and all of the drainage gullies on the site are blocked with litter and debris, leading to potential ponding problems after rainfall.

The following services are also provided:

1. Street lighting
2. Recycling facilities

As a result of the site inspection, the following works have been identified as necessary to bring the car park to an acceptable standard:

1. Resurfacing of entire car park.
2. Demarcation of parking bays to be renewed.
3. Disabled parking provision to be increased.
4. Drainage gullies to be cleared of debris.
5. Provision of CCTV coverage.
6. Installation of ticket machines and associated signage.

It is estimated that the cost for the above remedial works is approximately £42,000. The proposals are shown in Appendix B, Drawing Number CS/024723/016.

REAR OF FRONT STREET

This is the largest car park in the central Stanley area. It is located to the rear of Front Street and is ideally suited to be the major designated short stay parking facility for visiting shoppers.

The car park can accommodate 236 vehicles, which includes the provision of 6 disabled spaces.

Access to the car park for vehicles is off the A693 roundabout via Scott Street. There are several safe pedestrian access routes to the shops on Front Street and pedestrian access through the car park is segregated.

The car park provides a throughway to patients and residents/visitors of the Tanfield View Surgery and Westerleigh Retirement Home respectively. Access to the adjacent Netto car park is also via Scott Street.

The surface condition of the car park is generally poor and several of the drainage gullies on the site are blocked with litter and debris, leading to potential ponding problems after rainfall.

The following services are also provided:

1. Street lighting
2. Partial CCTV coverage
3. Recycling facilities

Derwentside DC – Off Street Parking

As a result of the site inspection, the following works have been identified as necessary to bring the car park to an acceptable standard:

1. Resurfacing of entire car park.
2. Demarcation of parking bays to be renewed.
3. Disabled parking provision to be increased.
4. Drainage gullies to be cleared of debris.
5. Provision of additional CCTV coverage.
6. Installation of ticket machines and associated signage.

It is estimated that the cost for the above remedial works is approximately £90,000. The proposals are shown in Appendix B, Drawing Number CS/024723/013.

EX BUS STATION SITE

This car park is located on the site of the old bus station with good access to the facilities in the town centre. Access to the car park is gained via the A693/Wear Street roundabout.

The car park can currently accommodate 57 vehicles, although there is no provision for any disabled parking.

Pedestrian links to the town centre are currently satisfactory, however dropped kerbs at the entrance to the car park should be considered.

The surface condition of the car park is of a good standard; however, one drainage gully on the site is blocked with litter and debris.

As a result of the site inspection, the following works have been identified as necessary to bring the car park to an acceptable standard:

1. Disabled parking provision to be implemented.
2. Drainage gully to be cleared of debris.
3. Provision of CCTV coverage.
4. Provision of Street Lighting
5. Installation of ticket machines and associated signage.

It is estimated that the cost for the above remedial works is approximately £20,000. The proposals are shown in Appendix B, Drawing Number CS/024723/012.

SLAIDBURN ROAD

This car park is located on the eastern outskirts of Stanley Town Centre, with potential to be utilised as a long stay facility for commuters. Access to the car park is gained via the A693 and Slaidburn Road.

The car park can currently accommodate 57 vehicles, with currently no provision for any disabled parking.

An area adjacent to this car park could provide a suitable area for overnight HGV parking, however, the provision of such a facility would almost certainly impact on local residents with the consequent additional traffic movements and associated noise and pollution.

Pedestrian links to the town centre are currently unsatisfactory and would need some improvements if the car park were to be upgraded. An area of concern is the crossing of the A693 near the A6076 roundabout. Durham County Council would not support the introduction of

Derwentside DC – Off Street Parking

pedestrian facilities at this location in its current form, but have suggested that if there were proposals to remodel the roundabout, it may be possible to incorporate pedestrian facilities into the revised layout.

The surface condition of the car park is poor. All of the drainage gullies on the site are clear of debris; however there are build ups of silt in several areas, which suggests a review of drainage provision would be of benefit.

The following services are also provided:

1. Street lighting

As a result of the site inspection, the following works have been identified as necessary to bring the car park to an acceptable standard:

1. Resurfacing of entire car park.
2. Demarcation of parking bays to be renewed.
3. Disabled parking provision to be introduced.
4. Installation of fencing to secure site
5. Provision of CCTV coverage.
6. Installation of ticket machines and associated signage.
7. Need for installation of signing to car park.

It is estimated that the cost for the above remedial works is approximately £83,000. The proposals are shown in Appendix B, Drawing Number CS/024723/015.

Privately Owned Car Parks

HEALTH CENTRE

This private car park is for staff and patients/visitors to the surgery only. Capacity is for 14 vehicles with provision for 2 disabled vehicles and 4 doctors on call spaces. Signage for parking restrictions and notification of clamping in operation is displayed on entrance and is in good condition.

The surface treatment and demarcation of parking bays are in good condition.

CIVIC HALL / LAMPLIGHT CENTRE

This private car park has accommodation for 10 disabled vehicles, and also provides 2 parking bays with a restriction of a 10 minute maximum stay drop off point for children visiting the centre. The disabled bays are marked as 8m wide and each accommodate for 2 vehicles.

Access to the car park is via Front Street. The car park operates a one way traffic flow, the respective signage for one way and no entry are clearly displayed and in good condition.

Signage for the disabled bays, located under the trees, in the verge adjacent to Front Street, has become soiled and requires cleaning.

All drainage gullies in the area are clear of debris and are functioning properly.

It has previously been determined that the council would not benefit from including this car park in the upgrading initiative.

CENTRAL WORKING MENS CLUB

This private car park is for use by members of the Working Men's Club only. Access to the car park is from Ritson Street. The capacity of the area is for 22 vehicles with no disabled provision.

The car park is covered by 2 stationary view CCTV cameras and is well lit by 2 lamp columns in the area.

In general the car park surface is of a good standard.

NETTO

This private car park for use by shoppers to Netto only, has a capacity of 57 parking spaces including provision for 3 disabled vehicles. The car park is accessed via Scott Street and the Rear Front Street car park.

The overall condition of the car park is of a high standard.

ASDA

This private car park for patrons of the Asda superstore is located aside the A693/Wear Road roundabout. Pedestrians may access the car park/store via a stepped and ramped point leading onto Scott Street.

The car park has accommodation for 256 vehicles. This total includes 13 disabled spaces, 5 mother and toddler bays and 2 taxi waiting bays.

The car park operates a traffic flow system with regulatory signage in good order. A parking restriction is in force with a maximum stay of 2 hours, the penalty for exceeding this limit is a £40 fine. Signs are frequently displayed and are of a good standard.

The general condition of the car park is of a good standard.

HOMEBASE / KWIK SAVE

This private car park was intended for use by shoppers to the Kwiksave, Homebase and surrounding stores. However Kwiksave is now closed down, soon to be followed by Homebase. This will leave one furniture store left in business.

The car park is utilised by those visiting the other shopping facilities within Stanley, when the Thorneyholme car park is full.

The vehicular access to the site is via the A693/A6076 roundabout. There are also good pedestrian links to all retail areas in Stanley.

There are no parking restrictions in place. The car park operates a one-way traffic flow system, with all regulating signs in good condition.

The general condition of the car park is of a satisfactory standard.

7.2 On Street Parking

There is a considerable amount of on street parking throughout both the main streets and adjoining side streets in Stanley. Where parking on-street is not prohibited with waiting restrictions, there is no restriction on the duration of stay.

Derwentside DC – Off Street Parking

The majority of vehicles parking on street are located in Station Road, Beamish Street, Thorneyholme Terrace, Back Thorneyholme Terrace, Scott Street and Louisa Terrace. All these roads are within an easy walking distance of the town centre

The existing restrictions are illustrated on drawing no. CS/024723/004, in Appendix A.

All of the waiting restrictions in Stanley are enforced on an ad-hoc basis by Durham Police.

In order to minimise the number of motorists choosing to park on street rather than pay a parking charge a range of complimentary on street measures are proposed. These proposals are attached at appendix D. It should be noted that Durham County Council would be responsible for the introduction of these measures.

8. SURVEY ANALYSIS

8.1 Vehicle Parking Survey

A survey of off street parking areas in Stanley was undertaken on Thursday 17th May 2007, between the hours of 8.00am and 6.00pm.

The survey comprised of a vehicle registration survey at periodic intervals, which allowed duration of occupancy, turnover of spaces and spare capacity to be determined for each car park.

The date of this survey coincided with the street market held in Front Street. In view of this an additional survey was undertaken on Tuesday 10th July 2007 (a non-market day) to determine whether any significant levels of parking occurred during market day. When analysed the differences between the two days were negligible.

Table 2 shows the length of time each vehicle spent in each individual car park. From this and geographical knowledge of the area the suitability of each car park, whether it be long or short stay was determined.

Table 2

CAR PARK	Up To 2 Hours	Up to 4 Hours	Up to 8 Hours	Total No. of Cars Parked During The Day
Thorney Holme Terrace	142	49	34	225
Royal	32	7	11	50
Front Street	259	72	83	414
Netto	81	5	1	87
Lamplight	13	3	0	16
Old Bus Station Site	138	25	30	193
Adjacent to Working Mens Club	9	1	6	16
Working Mens Club	11	2	0	13
Kwik Save/Homebase	138	25	19	182
Health Centre	9	5	1	15

8.2 Breakdown of Long/Short stay provision

The car parks that should be designated as short stay are ideally those that are located in a central and convenient location for shoppers and passing trade. The car parks in Stanley that meet these criteria are Thorneyholme Terrace and Rear of Front Street.

Royal Road, Working Mens Club and the Slaidburn Road site are proposed to be designated as long stay, as these car parks are not in the centre of the town, but are close enough for people to use for commuting purposes.

Although the Old Bus Station site is also suitable for short stay provision there is long stay demand in the town far greater than can be catered for by Royal Road and The Working Mens

Derwentside DC – Off Street Parking

Club car parks. Therefore, to cater for this requirement, it is proposed to make this car park a long stay facility.

The breakdown of proposed long stay and short stay parking is as follows:-

Location	Car Park	Spaces
Thorneyholme Terrace	Short Stay	112
Rear of Front Street	Short Stay	236
	Total	348
Old Bus Station Site	Long Stay	107
Royal Road	Long Stay	30
Adj to Working Men's Club	Long Stay	23
Slaidburn Road	Long Stay	57
	Total	217

9. COST/BENEFIT ANALYSIS

9.1 Consett

This analysis investigates the costs and benefits of introducing a pay and display scheme in the off-street car parks in and around the centre of Consett. Private car parks and on street measures are not included in the analysis

The car parks included are:-

Short Stay:

- Gibson Street North
- Gibson Street South
- Albert Road
- Edith Road

Long Stay:

- Wear Street (New Car Park)
- Sherburn Terrace
- Rear of Medomsley Road
- John Street 1
- John Street 2
- Oak Road (Proposed Site)

Other privately operated car parks in the vicinity are:

- Victoria Centre
- Hermiston Retail Park
- Aldi

Currently there is no intention to introduce on-street charging or permit parking schemes to the streets surrounding the proposed schemes. However it is acknowledged that this would help to maintain car park occupancy.

The car parks involved have been surveyed and the improvements suggested to bring them up to a standard that would provide reasonable access to and safety of the facility. The costs of these improvements are core to this analysis.

Assumptions

The analysis is based on a number of assumptions:

- £3870 per machine initial setup cost, machines to be placed every 60m;
- £450 per machine per month for maintenance, enforcement, cash collection etc;
- £50 per month for CCTV power, maintenance. (based on all day use of power);
- £10 per month lighting power (approx 4200 hours per year
- Cleaning, £445 per pass as per initial schedule;

Derwentside DC – Off Street Parking

- 5% inflation per year is included on the maintenance estimate to allow for inflation. In line with this parking charges are raised by an average of 5% per annum
- The privately operated facilities will have no financial benefit to the scheme but could provide alternate facilities for those wishing to avoid paying for parking.

Costs

The calculations are based on:

- | | |
|--|----------|
| • The purchase of 19 machines at £3,870 each | £73,503 |
| • Monthly maintenance of £450 per machine | £102,600 |
| • CCTV, 4 units at £50 per month | £2,400 |
| • 10 lighting columns at £10 per month | £1,200 |
| • 2 maintenance passes per year at £445 each | £890 |

Revenue

Two initial parking charge bands were tested i.e. 40p per hour short stay and £1.20 all day then 50p per hour for short stay and £1.50 for all day. These are in keeping with charges elsewhere in the county in districts such as Chester-le-Street. They are also considered to be at an appropriate level to recover capital costs in a reasonable timescale but not deter people from visiting Consett.

The basic data used in these costs are:

- Number of short stay parking spaces is 240
- Number of long stay parking spaces is 219
- Parking 10 hours per day Monday to Friday
- A total parking use of 10 hours per day over the weekend
- 95% is taken maximum occupancy
- 15% is taken as the rate of non paying use
- Average duration short stay 60 minutes
- Average duration long stay 340 minutes
- A tariff of 40/50p for 60 minutes, short stay car parks rising by an average of 5% per annum
- A tariff of £1.20/1.50 for 600 minutes long stay car park rising by an average of 5% per annum
- 4 penalty charge notices are issued per day 300 days per year

Derwentside DC – Off Street Parking

- Average income per penalty charge is £30

Other data that may impact on use:

- Free parking available at retail outlets 852 spaces
- Approximately 1540 on street spaces¹
- Maximum occupancy of the on-street parking facility is 41% between 11:00am and 13:00pm

¹Parking Surveys Consett Report 2003

Four different scenarios are examined in tables 1 to 4 below:

Derwentside DC – Off Street Parking

Revenue and cost tables

Table 1: Consett 40p per hour, £1.20 all day - occupancy 75% short stay 50% long stay

Estimated costs and revenue for the first 5 years using predicted occupancy rates of 75% for short Stay and 50% for long stay¹. Surveys conducted during July 2007 indicate that the levels of occupancy in short stay car parks range from 50% to 95% and averages from long stay range from 6% to 100% so averages of 75% and 50% respectively would appear to be reasonable.

	START-UP	FIRST 12 MONTHS	SECOND 12 MONTHS	THIRD 12 MONTHS	FOURTH 12 MONTHS	FIFTH 12 MONTHS	
<u>INCOME</u>							
PAY & DISPLAY RECEIPTS	£0.00	£240,840.00	£252,882.00	£265,526.10	£278,802.41	£292,742.53	
NET C. COURT PROCEEDS	£0.00	£36,000.00	£36,000.00	£36,000.00	£36,000.00	£36,000.00	
TOTAL PAYMENTS	£0.00	£276,840.00	£288,882.00	£301,526.10	£314,802.41	£328,742.53	
<u>EXPENDITURE</u>							
YEARLY COSTS		£107,090.00	£112,444.50	£118,066.73	£123,970.06	£130,168.56	
INITIAL SET UP COST	£73,530.00	£0.00	£0.00	£0.00	£0.00	£0.00	
CAR PARK IMPROVEMENTS	£305,919.00						
TOTAL EXPENDITURE	£379,449.00	£107,060.00	£112,444.50	£118,066.73	£123,970.06	£130,168.56	
ANNUAL NET SURPLUS OR (DEFICIT)		- £379,449.00	£169,750.00	£176,437.50	£182,983.28	£177,079.94	£170,881.44
CUMULATIVE NET SURPLUS OR (DEFICIT)		- £379,449.00	- £209,699.00	-£33,261.50	£186,099.78	£363,179.71	£534,061.15

The scheme would break even during the third 12 month period. However, it has to be appreciated that currently parking is free.

Derwentside DC – Off Street Parking

Table 2: Consett 40p per hour short stay, 1.20 all day – average occupancy 35% short stay 30% long stay

This analysis takes into account that there are 1540 on street parking spaces in the area. Using data from the Parking Surveys Consett Report 2003 it can be estimated that at any time between 7:00am and 7:00pm these are no more than 41% utilised. Therefore it might be more reasonable to assume that, over the five years, average occupancy rates of 35% for short stay and 40% for long stay are more appropriate. This is based on the assumption that use of short stay car parks initially might drop to 33% of current usage (i.e. 25% occupancy) but over the five years will recover at 5% per year to 45%. Similarly the long stay parking will originally drop to 20% occupancy but over 5 years will recover at 5% per year to 40%. This allows for some dispersion to on street parking. It also accepts that the on-street spaces if free would impact more on the short stay parking than on long stay, as for longer stays people might prefer to park away from the street and improved security might be a factor in their decision.

	START-UP	FIRST 12 MONTHS	SECOND 12 MONTHS	THIRD 12 MONTHS	FOURTH 12 MONTHS	FIFTH 12 MONTHS
<u>INCOME</u>						
PAY & DISPLAY RECEIPTS	£0.00	£84,096.00	£107,163.00	£132,326.46	£159,738.36	£189,560.63
NET C. COURT PROCEEDS	£0.00	£36,000.00	£36,000.00	£36,000.00	£36,000.00	£36,000.00
TOTAL PAYMENTS	£0.00	£120,096.00	£143,163.00	£168,326.46	£195,738.36	£225,560.63
<u>EXPENDITURE</u>						
YEARLY COSTS		£107,090.00	£112,444.50	£118,066.73	£123,970.06	£130,168.56
INITIAL SET UP COST	£73,530.00	£0.00	£0.00	£0.00	£0.00	£0.00
CAR PARK IMPROVEMENTS	£305,919.00					
TOTAL EXPENDITURE	£379,449.00	£107,090.00	£112,444.50	£118,066.73	£123,970.06	£130,168.56
ANNUAL NET SURPLUS OR (DEFICIT)	- £379,449.00	£13,006.00	£30,718.50	£50,259.74	£71,768.30	£95,392.07
CUMULATIVE NET SURPLUS OR (DEFICIT)	- £379,449.00	- £366,443.00	- £335,724.50	- £285,464.77	- £213,696.47	- £118,304.40

In this scenario the scheme would not break even within 5 years.

Derwentside DC – Off Street Parking

Table 3: Consett 50p per hour, £1.50 all day

Estimated costs and revenue for the first 5 years using predicted occupancy rates of 75% for short Stay and 50% for long stay¹. Surveys conducted during July 2007 indicate that the levels of occupancy in short stay car parks range from 50% to 95% and averages fro long stay range from 6% to 100% so averages of 75% and 50% respectively would appear to be reasonable.

	START-UP	FIRST 12 MONTHS	SECOND 12 MONTHS	THIRD 12 MONTHS	FOURTH 12 MONTHS	FIFTH 12 MONTHS
<u>INCOME</u>						
PAY & DISPLAY RECEIPTS	£0.00	£301,050.00	£316,102.50	£331,907.63	£348,503.01	£365,928.16
PENALTY CHARGE INCOME	£0.00	£36,000.00	£36,000.00	£36,000.00	£36,000.00	£36,000.00
TOTAL PAYMENTS	£0.00	£337,050.00	£352,102.50	£367,907.63	£384,503.01	£401,928.16
<u>EXPENDITURE</u>						
YEARLY COSTS		£107,090.00	£112,444.50	£118,066.73	£123,970.06	£130,168.56
INITIAL SET UP COST	£73,530.00	£0.00	£0.00	£0.00	£0.00	£0.00
CAR PARK IMPROVEMENTS	£305,919.00					
TOTAL EXPENDITURE	£379,449.00	£107,060.00	£112,444.50	£118,066.73	£123,970.06	£130,168.56
ANNUAL NET SURPLUS OR (DEFICIT)	£379,449.00	£229,960.00	£239,658.00	£182,983.28	£177,079.94	£170,881.44
CUMULATIVE NET SURPLUS OR (DEFICIT)	£379,449.00	£149,489.00	£90,169.00	£186,099.78	£363,179.71	£534,061.15

This would break even during the second 12 month period.

Derwentside DC – Off Street Parking

Table 4: 50p per hour, £1.50 all day

This analysis takes into account that there are 1540 on street parking spaces in the area. Using data from the Parking Surveys Consett Report 2003 it can be estimated that at any time between 7:00am and 7:00pm these are no more than 41% utilised. Therefore it might be more reasonable to assume that, over the five years, average occupancy rates of 35% for short stay and 40% for long stay might be more appropriate. This is based on the assumption that short stay car park use might initially drop to 33% of current usage (i.e. 25% occupancy), but over the five years will recover at 5% per year to 45%. Similarly the long stay parking will originally drop to 20% occupancy but over 5 years will recover at 5% per year to 40%. This allows for some dispersion to on street parking. It accepts that the on-street spaces if free would impact more on the short stay parking than on long stay, as for longer stays people might prefer to park away from the street and improved security might be a factor in their decision.

	START-UP	FIRST 12 MONTHS	SECOND 12 MONTHS	THIRD 12 MONTHS	FOURTH 12 MONTHS	FIFTH 12 MONTHS
<u>INCOME</u>						
PAY & DISPLAY RECEIPTS	£0.00	£119,430.00	£148,979.25	£181,184.85	£216,238.56	£254,344.68
NET C. COURT PROCEEDS	£0.00	£36,000.00	£36,000.00	£36,000.00	£36,000.00	£36,000.00
TOTAL PAYMENTS	£0.00	£155,430.00	£184,979.25	£217,184.85	£252,238.56	£290,344.68
<u>EXPENDITURE</u>						
YEARLY COSTS		£107,090.00	£112,444.50	£118,066.73	£123,970.06	£130,168.56
INITIAL SET UP COST	£73,530.00	£0.00	£0.00	£0.00	£0.00	£0.00
CAR PARK IMPROVEMENTS	£305,919.00					
TOTAL EXPENDITURE	£379,449.00	£107,090.00	£112,444.50	£118,066.73	£123,970.06	£130,168.56
ANNUAL NET SURPLUS OR (DEFICIT)	- £379,449.00	£48,340.00	£72,534.75	£99,118.13	£128,268.50	£160,176.12
CUMULATIVE NET SURPLUS OR (DEFICIT)	- £379,449.00	- £331,109.00	- £258,574.25	- £159,456.13	- £31,187.62	£128,988.49

In this scenario the scheme would break even in the fifth 12 months.

9.2 Stanley

This analysis investigates the costs and benefits of introducing a pay and display scheme in the off-street car parks in and around the centre of Stanley. Private car parks and on street measures are not included in the analysis

The car park included are:

Short Stay:

- Thorney Holme Terrace
- Front Street

Long Stay:

- Royal
- Adjacent to Working Mens Club
- Old Bus Station Site
- Slaidburn Road (New site)

Other car parks in the vicinity are:

- Netto
- Lamplight
- Working Mens Club
- Kwik Save, Homebase
- Health Centre
- Asda

The privately owned car parks will not have any direct financial impact on the scheme but might provide alternate facilities for those wishing to avoid paying for parking.

The car parks where charges are proposed have been surveyed and improvement proposals costed to raise the standard of the facility and improve safety and access.

Assumptions

The analysis is based on a number of assumptions:

- £3870 per machine initial setup cost, machines to be placed every 60m;
- £605 per machine per month for maintenance, enforcement, cash collection etc;
- £50 per month for CCTV power, maintenance. (based on all day use of power);
- £10 per month lighting power (approx 4200 hours per year
- Cleaning, £1110 per pass as per initial schedule;
- 5% inflation per year is included on the maintenance estimate to allow for inflation.

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- It is not intended to introduce on-street charging or permit parking schemes to the streets surrounding the proposed schemes at this point in time.

Costs

The calculations are based on:

- The purchase of 14 machines at £3,870 each £54,180
- Monthly maintenance of £605 per machine £101,640
- CCTV, 5 units at £50 per month £3,000
- 1 lighting column at £10 per month £120
- 2 maintenance passes per year at £1,100 each £2220

Monthly maintenance costs are based on the following table:

	Cost per annum	Consett	
Parking attendant	32000	64000	2 persons
Clerical assistant	25000	12500	0.5 person
Enforcement related expenditure	15000	7500	NPAS , safe parking accreditation, dvla enquiries etc
Supplies & services	8000	4000	
Contingencies		13200	at 15%
per annum		101200	
per month		8433.333	
per machine (14)		602.38	
	so used £605 per month		

Revenue

As for Consett two initial parking bands were tested i.e. of 40p per hour short and £1.20 per hour long stay then 50p per hour short stay and £1.50 for all day were assumed.

The basic data used in these costs are:

- Number of short stay parking spaces is 348
- Number of long stay parking spaces is 217
- Parking 10 hours per day Monday to Friday

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- A total parking use of 10 hours per day over the weekend
- 95% is the maximum occupancy
- 15% is taken as the rate of non paying use
- Average duration short stay 60 minutes
- Average duration long stay 340 minutes
- A tariff of 50p for 60 minutes, short stay car parks
- A tariff of £1.50 for 600 minutes long stay car park
- 4 penalty charge notices are issued per day 300 days per year
- Average income per penalty charge is £30

Other data that may impact on use is:

- Free parking available at retail outlets, 209 spaces
- Approximately 437 on street spaces
- Maximum occupancy of the on-street parking facility is 77% between 11:00am and 13:00pm

¹Parking Surveys Stanley Report 2003

Four different scenarios are examined in tables 5 to 8 below:

Derwentside DC – Off Street Parking

Table 5: Stanley 40p per hour, £1.20 all day - occupancy 75% short stay 50% long stay

Estimated costs and revenue for the first 5 years using predicted occupancy rates of 75% for short stay and 50% for long stay¹. Surveys conducted during July 2007 indicate that the levels of occupancy in short stay car parks range from 25% to 91% and averages from long stay range from empty to 100% so averages of 75% and 50% respectively would appear to be slightly optimistic for the short stay and reasonable for the long stay.

	START-UP	FIRST 12 MONTHS	SECOND 12 MONTHS	THIRD 12 MONTHS	FOURTH 12 MONTHS	FIFTH 12 MONTHS
<u>INCOME</u>						
PAY & DISPLAY RECEIPTS	£0.00	£304,470.00	£319,693.50	£335,678.18	£352,462.08	£370,085.19
PENALTY CHARGE INCOME	£0.00	£36,000.00	£36,000.00	£36,000.00	£36,000.00	£36,000.00
TOTAL PAYMENTS	£0.00	£340,470.00	£355,693.50	£371,678.18	£388,462.08	£406,085.19
<u>EXPENDITURE</u>						
YEARLY COSTS		£106,980.00	£112,329.00	£117,945.45	£123,842.72	£130,034.86
INITIAL SET UP COST	£54,180.00	£0.00	£0.00	£0.00	£0.00	£0.00
CAR PARK IMPROVEMENTS	£248,485.10					
TOTAL EXPENDITURE	£302,665.10	£106,980.00	£112,329.00	£117,945.45	£123,842.72	£130,034.86
ANNUAL NET SURPLUS OR (DEFICIT)	- £302,665.10	£233,490.00	£243,364.50	£253,732.73	£264,619.36	£276,050.33
CUMULATIVE NET SURPLUS OR (DEFICIT)	- £302,665.10	-£69,175.10	£174,189.40	£427,922.13	£758,587.73	£1,009,140.37

Accepting that these are slightly optimistic this would break even during the second twelve month period, so it is reasonable to assume that break even would occur possibly towards the end of the 12 months rather than at the beginning. However, it has to be appreciated that currently parking is free.

Derwentside DC – Off Street Parking

Table 6: Stanley 40p per hour, £1.20 all day – average occupancy 40% short stay 35% long stay

From the Parking Surveys Stanley Report 2003 the number of on-street parking spaces available is 437. The same report indicates that from 11:00am until 3:00pm these are between 65% and 77% utilised. It is accepted that initially up to one third of users might look elsewhere but available parking is limited, especially during the busy periods in the middle of the day. Over a five year period a reasonable estimate for use might be that the short stay initially reduces to 30% occupancy but recovers at 5% per year to 50%. The long stay initially reduces to 25% occupancy but recovers at 5% per year to 45%.

	START-UP	FIRST 12 MONTHS	SECOND 12 MONTHS	THIRD 12 MONTHS	FOURTH 12 MONTHS	FIFTH 12 MONTHS
<u>INCOME</u>						
PAY & DISPLAY RECEIPTS	£0.00	£125,613.00	£154,545.30	£186,056.80	£220,333.08	£257,571.85
PENALTY CHARGE INCOME	£0.00	£36,000.00	£36,000.00	£36,000.00	£36,000.00	£36,000.00
TOTAL PAYMENTS	£0.00	£161,613.00	£190,545.30	£264,881.25	£264,881.25	£264,881.25
<u>EXPENDITURE</u>						
YEARLY COSTS		£106,980.00	£112,329.00	£117,945.45	£123,842.72	£130,034.86
INITIAL SET UP COST	£54,180.00	£0.00	£0.00	£0.00	£0.00	£0.00
CAR PARK IMPROVEMENTS	£248,485.10					
TOTAL EXPENDITURE	£302,665.10	£106,980.00	£112,329.00	£117,945.45	£123,842.72	£130,034.86
ANNUAL NET SURPLUS OR (DEFICIT)	£302,665.10	£54,633.00	£78,216.30	£146,935.80	£141,038.53	£134,846.39
CUMULATIVE NET SURPLUS OR (DEFICIT)	£302,665.10	£248,032.10	£169,815.80	-£22,880.00	£118,158.53	£253,004.92

The scheme is predicted to break even in the third year

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Table 7: Stanley 50p per hour, £1.50 all day - occupancy 75% short stay 50% long stay

Estimated costs and revenue for the first 5 years using predicted occupancy rates of 75% for short stay and 50% for long stay¹. Surveys conducted during July 2007 indicate that the levels of occupancy in short stay car parks range from 25% to 91% and averages from long stay range from empty to 100% so averages of 75% and 50% respectively would appear to be slightly optimistic for the short stay and reasonable for the long stay.

	START-UP	FIRST 12 MONTHS	SECOND 12 MONTHS	THIRD 12 MONTHS	FOURTH 12 MONTHS	FIFTH 12 MONTHS
<u>INCOME</u>						
PAY & DISPLAY RECEIPTS	£0.00	£380,587.50	£380,587.50	£380,587.50	£380,587.50	£380,587.50
NET C. COURT PROCEEDS	£0.00	£0.00	£0.00	£0.00	£0.00	£0.00
TOTAL PAYMENTS	£0.00	£380,587.50	£380,587.50	£380,587.50	£380,587.50	£380,587.50
<u>EXPENDITURE</u>						
YEARLY COSTS		£106,980.00	£112,329.00	£117,945.45	£123,842.72	£130,034.86
INITIAL SET UP COST	£54,180.00	£0.00	£0.00	£0.00	£0.00	£0.00
CAR PARK IMPROVEMENTS	£248,485.10					
TOTAL EXPENDITURE	£302,665.10	£106,980.00	£112,329.00	£117,945.45	£123,842.72	£130,034.86
ANNUAL NET SURPLUS OR (DEFICIT)	-£302,665.10	£273,607.50	£268,258.50	£262,642.05	£256,744.78	£250,552.64
CUMULATIVE NET SURPLUS OR (DEFICIT)	-£302,665.10	-£29,057.60	£239,200.90	£501,842.95	£758,587.73	£1,009,140.37

Accepting that these are slightly optimistic this would break even during the first quarter of the second twelve month period, so it is reasonable to assume that break even would occur possibly towards the end of the 12 months rather than at the beginning. However, it has to be appreciated that currently parking is free.

Derwentside DC – Off Street Parking

Table 8: Stanley 50p per hour, £1.50 all day – average occupancy 40% short stay 35% long stay

From the Parking Surveys Stanley Report 2003 the number of on-street parking spaces available is 437. The same report indicates that from 11:00am until 3:00pm these are between 65% and 77% utilised. It is accepted that initially up to one third of users might look elsewhere but available parking is limited, especially during the busy periods in the middle of the day. Over a five year period a reasonable estimate for use might be that the short stay initially reduces to 30% occupancy but recovers at 5% per year to 50%. The long stay initially reduces to 25% occupancy but recovers at 5% per year to 45%.

	START-UP	FIRST 12 MONTHS	SECOND 12 MONTHS	THIRD 12 MONTHS	FOURTH 12 MONTHS	FIFTH 12 MONTHS
<u>INCOME</u>						
PAY & DISPLAY RECEIPTS	£0.00	£157,016.25	£193,181.63	£232,571.00	£275,416.35	£321,964.81
PENALTY CHARGE INCOME	£0.00	£36,000.00	£36,000.00	£36,000.00	£36,000.00	£36,000.00
TOTAL PAYMENTS	£0.00	£193,016.25	£229,181.63	£264,881.25	£264,881.25	£264,881.25
<u>EXPENDITURE</u>						
YEARLY COSTS		£106,980.00	£112,329.00	£117,945.45	£123,842.72	£130,034.86
INITIAL SET UP COST	£54,180.00	£0.00	£0.00	£0.00	£0.00	£0.00
CAR PARK IMPROVEMENTS	£248,485.10					
TOTAL EXPENDITURE	£302,665.10	£106,980.00	£112,329.00	£117,945.45	£123,842.72	£130,034.86
ANNUAL NET SURPLUS OR (DEFICIT)	-£302,665.10	£86,036.25	£116,852.63	£146,935.80	£141,038.53	£134,846.39
CUMULATIVE NET SURPLUS OR (DEFICIT)	-£302,665.10	-£216,628.85	-£99,776.23	£47,159.58	£188,198.10	£323,044.49

This scenario shows break even that towards the end of the third 12 months. However, as the percentage use is over the 5 year period then more realistically we could expect break even during the third 2 month period.

10. IMPLEMENTATION PROGRAMME

10.1 Parking Schemes

A proposed implementation programme is set out in Appendix E. There are 3 key stages in this programme:

1. Revision/Approval of the business case
2. Advertising of TROs
3. Recruitment of enforcement staff/Car park improvements

The programme is designed so that the outcome of the previous stage is known before moving on to the next stage although for the last stage some preparatory work will need to be carried out in advance of the decision to proceed.

11. CONCLUSIONS

- 11.1** Based on parking surveys and location it is proposed that some car parks are designated as short stay and others are designated as long stay. Proposed designations of car parks are listed in section 8.
- 11.2** Due to the difficulty of providing suitable pedestrian routes into the town centre the car park off Slaidburn Road in Stanley is not considered suitable for overnight HGV parking
- 11.3** A cost/benefit analysis for the introduction of parking charges in off street car parks has been carried out for Consett and Stanley. This balances the initial capital and running costs against potential revenue from parking charges and penalty charges.
- 11.4** For the purposes of calculating income from parking charges two different price bands (40p per hour short stay, £1.20 per day and 50p per hour short stay, £1.50 all day) have been tested. The hourly parking charge would be imposed on those car parks listed as short stay in section 8. The daily parking charges would be imposed on those car parks listed as long stay in section 8. These charge rates are considered to be in keeping with charges elsewhere in the county.
- 11.5** In total two different scenarios were tested for each price band in both Consett and Stanley.
- 11.6** The most optimistic scenario tested is that drivers will not be deterred from parking in car parks by the introduction of charges. In this scenario at the lower price band the scheme in Consett would break even in its third year and the scheme in Stanley would break even in the second year of operation.
- 11.7** For the same scenario at the higher price band both schemes would break even in their second year of operation.
- 11.8** In Consett there is more on street parking availability than the number of vehicles currently parked in Council owned car parks. There are also a number of uncontrolled private car parks. Consequently the most pessimistic scenario is that all drivers will park on street or in a private car park rather than pay parking charges and the scheme will run at a constant loss.
- 11.9** In Stanley this is less likely as at peak times on street parking availability is less than the number of vehicles currently parked in Council owned car parks. Nevertheless some loss of parking to other locations is inevitable following the introduction of parking charges.
- 11.10** It is thought that the most likely scenario is somewhere in between the most optimistic and pessimistic scenarios. An attempt has been made to model this by assuming that there is initially a large decrease in the use of Council owned car parks following the introduction of charges but usage recovers gradually over a period of 5 years.
- 11.11** For this scenario Stanley would break even in the fourth year at the lower price band but Consett would continue to make a loss although the capital costs and income are starting to converge. However if additional income from Stanley was used to cross subsidise Consett the scheme would break even overall within five years
- 11.12** At the higher price band Stanley would break even in the third year and Consett would break even in fifth year.
- 11.13** There are many unquantifiable benefits of introducing parking charges. For example the improvements to the parking provision in the town centre will benefit the town and the increased lighting and camera coverage will increase safety for all users not just car users. Also there will

be an improved environment, better access and enhanced safety. It would also bring the provision of disabled parking facilities up to the standard advised in the Disability discrimination Act Advisory Document. 'Inclusive Mobility'.

- 11.14** It can be seen that in all cases income is predicted to exceed running costs. Taking into account all of the foregoing it is considered that there is a robust business case for the introduction of parking charges in Consett and Stanley. This would be greatly assisted by the introduction of complimentary measures on street and in private car parks. Such measures would push car park usage towards the most optimistic scenario.
- 11.15** From preliminary consultations it is thought likely that the timescale for the introduction of complimentary measures will be longer than that for the introduction of off street parking charges.
- 11.16** The analysis shows that Consett is likely to be more sensitive to changes in parking charges than Stanley. However if support is obtained for complimentary measures then initial car parking charges could be set at the lower band of 40p per hour for short stay and £1.20. This would allow recovery of capital expenditure in a reasonably short timescale.
- 11.17** Should it not be possible to secure support for complimentary measures then the scheme could still go ahead but it would be recommended that initial car parking charges are set at 50p per hour short stay, £1.50 all day
- 11.18** At this stage only limited investigations have been made into the Safer Car Park Award scheme due the costs involved. It is recommended that this is investigated further when the business case is approved.

12 RECOMMENDATIONS

It is recommended that:

1. Approval is given to the introduction of car parking charges in off street car parks in Consett and Stanley
2. Further consultations are held with Durham County Council and owners of private car parks to investigate the possibility of introducing complimentary parking measures.
3. Implementation of the proposals follows the programme set out in appendix E
3. Car parking charges are set at a level to enable the scheme to break even within a 5 year operating period.
4. Further investigations are made into obtaining safe car park status

APPENDIX A

DRAWINGS

CAR PARK LOCATIONS – CONSETT	CS/024723/001
CAR PARK LOCATIONS – STANLEY	CS/024723/002
EXISTING PARKING PROVISION – CONSETT	CS/024723/003
EXISTING PARKING PROVISION – STANLEY	CS/024723/004

APPENDIX B

DRAWINGS – PROPOSED CAR PARK IMPROVEMENTS

PROPOSED LAYOUTS – CONSETT

ALBERT ROAD	CS/024723/005
EDITH STREET	CS/024723/006
GIBSON STREET	CS/024723/007
JOHN STREET	CS/024723/008
MEDOMSLEY ROAD	CS/024723/009
SHERBURN TERRACE	CS/024723/010

PROPOSED LAYOUTS – STANLEY

ADJ TO WORKING MENS CLUB	CS/024723/011
EX BUS STATION SITE	CS/024723/012
REAR FRONT STREET	CS/024723/013
ROYAL ROAD	CS/024723/014
SLAIDBURN ROAD	CS/024723/015
THORNEYHOLME TERRACE	CS/024723/016

ASSOCIATED COSTS**CONSETT - Off Street Parking**

ITEM REF	DESCRIPTION	Qty	UNIT	RATE	£ p
Albert Road Car Park					
E	Kerb Installation	29	m	£32.25	£935.25
H	Demarcation of parking bays	1258	m	£1.94	£2,440.52
I	Demarcation of symbols (disabled, give way tri.)	10	no.	£6.45	£64.50
J	Demarcation of road mark arrows	12	no.	£32.25	£387.00
L	Gully/Chamber cleaning	10	no.	£6.45	£64.50
M	Jetting	1	per day	£322.50	£322.50
P	Ticket Machine	4	no.	£3,870.00	£15,480.00
Q	On site car park signage	4	no.	£150.00	£600.00
R	Footway Construction	23	m ²	£35.00	£805.00
Estimated cost					£21,099.27
Edith Street					
E	Kerb Installation	7.2	m	£32.25	£232.20
H	Demarcation of parking bays	123.1	m	£1.94	£238.81
I	Demarcation of symbols (disabled, give way tri.)	1	no.	£6.45	£6.45
K	Installation of lighting column	1	no.	£1,935.00	£1,935.00
L	Gully/Chamber cleaning	1	no.	£6.45	£6.45
N	Signing to car park	1	per C/P	£967.50	£967.50
P	Ticket Machine	1	no.	£3,870.00	£3,870.00
Q	On site car park signage	1	no.	£150.00	£150.00
R	Footway Construction	8	m ²	£35.00	£280.00
Estimated cost					£7,686.41

Derwentside DC – Off Street Parking

Gibson Street (North)

F	Excavation and disposal of surface material to 40mm depth	272	m ³	£51.60	£14,035.20
G	Resurfacing of area	679	m ²	£9.68	£6,572.72
H	Demarcation of parking bays	180	m	£1.94	£349.20
I	Demarcation of symbols (disabled, give way tri.)	1	no.	£6.45	£6.45
K	Installation of lighting column	2	no.	£1,935.00	£3,870.00
N	Signing to car park	1	per C/P	£967.50	£967.50
O	CCTV Installation	1	per Unit	£3,225.00	£3,225.00
P	Ticket Machine	2	no.	£3,870.00	£7,740.00
Q	On site car park signage	2	no.	£150.00	£300.00
Estimated cost					£37,066.07

Gibson Street (South)

H	Demarcation of parking bays	362.6	m	£1.94	£703.44
I	Demarcation of symbols (disabled, give way tri.)	2	no.	£6.45	£12.90
K	Installation of lighting column	1	no.	£1,935.00	£1,935.00
L	Gully/Chamber cleaning	6	no.	£6.45	£38.70
P	Ticket Machine	2	no.	£3,870.00	£7,740.00
Q	On site car park signage	2	no.	£150.00	£300.00
Estimated cost					£10,730.04

Rear of Medolmsley Road

I	Demarcation of symbols (disabled, give way tri.)	2	no.	£6.45	£12.90
N	Signing to car park	1	per C/P	£967.50	£967.50
O	CCTV Installation	1	per Unit	£3,225.00	£3,225.00
P	Ticket Machine	3	no.	£3,870.00	£11,610.00
Q	On site car park signage	3	no.	£150.00	£450.00

Derwentside DC – Off Street Parking

Estimated cost					£16,265.40
Sherburn Terrace					
H	Demarcation of parking bays	1186.56	m	£1.94	£2,301.93
I	Demarcation of symbols (disabled, give way tri.)	4	no.	£6.45	£25.80
J	Demarcation of road mark arrows	4	no.	£32.25	£129.00
L	Gully/Chamber cleaning	2	no.	£6.45	£12.90
N	Signing to car park	1	per C/P	£967.50	£967.50
P	Ticket Machine	2	no.	£3,870.00	£7,740.00
Q	On site car park signage	2	no.	£150.00	£300.00
S	Fencing	80	m	£24.51	£1,960.80
Estimated cost					£13,437.93
John Street					
A	Car park construction (all surface courses)	70	m ²	£67.08	£4,695.60
H	Demarcation of parking bays	35	m	£1.94	£67.90
I	Demarcation of symbols (disabled, give way tri.)	1	no.	£6.45	£6.45
N	Signing to car park	1	per C/P	£967.50	£967.50
P	Ticket Machine	1	no.	£3,870.00	£3,870.00
Q	On site car park signage	1	no.	£150.00	£150.00
Estimated cost					£9,757.45
Oak Street - Proposed Development					
A	Car park construction (all surface courses)	962.56	m ²	£67.08	£64,568.52
B	Drainage pipes	120	m	£38.70	£4,644.00
C	Gulley construction	5	no.	£451.50	£2,257.50
D	Manhole construction	1	no.	£838.50	£838.50
E	Kerb installation	120	m	£32.25	£3,870.00
H	Demarcation of parking bays	330.4	m	£1.94	£640.98

Derwentside DC – Off Street Parking

I	Demarcation of symbols (disabled, give way tri.)	4	no.	£6.45	£25.80
N	Signing to car park	1	per C/P	£967.50	£967.50
O	CCTV Installation	1	per Unit	£3,225.00	£3,225.00
P	Ticket Machine	1	no.	£3,870.00	£3,870.00
Q	On site car park signage	1	no.	£150.00	£150.00
Estimated cost					£85,057.80
Wear Street - Proposed Development					
A	Car park construction (all surface courses)	1960.73	m ²	£67.08	£131,525.77
B	Drainage pipes	120	m	£38.70	£4,644.00
C	Gulley construction	10	no.	£451.50	£4,515.00
D	Manhole construction	1	no.	£838.50	£838.50
E	Kerb installation	250	m	£32.25	£8,062.50
H	Demarcation of parking bays	451.2	m	£1.94	£875.33
I	Demarcation of symbols (disabled, give way tri.)	4	no.	£6.45	£25.80
K	Installation of lighting column	6	no.	£1,935.00	£11,610.00
N	Signing to car park	1	per C/P	£967.50	£967.50
O	CCTV Installation	1	per Unit	£3,225.00	£3,225.00
P	Ticket Machine	3	no.	£3,870.00	£11,610.00
Q	On site car park signage	3	no.	£150.00	£450.00
Estimated cost					£178,349.40

Derwentside DC – Off Street Parking

STANLEY - Off Street Parking

ITEM REF	DESCRIPTION	Qty	UNIT	RATE	£ p
Adjacent to Central Working Mens Club					
I	Demarcation of symbols (disabled, give way tri.)	3	no.	£5.00	£15.00
J	Demarcation of arrows	3	no.	£32.25	£96.75
K	Installation of lighting column	1	no.	£1,500.00	£1,500.00
L	Gully/Chamber cleaning	1	no.	£5.00	£5.00
N	Signing to car park	1	per C/P	£750.00	£750.00
P	Ticket Machine	1	no.	£3,870.00	£3,870.00
Q	Signage on site	2	no.	£150.00	£300.00
T	Trimming back vegetation	1	Item	£50.00	£50.00
Estimated cost					£6,586.75

Council Offices					
F	Excavation and disposal of surface material - 547.74m ² to 40mm depth	22	m ³	£40.00	£880.00
G	Resurfacing of area 547.74m ²	547.74	m ²	£7.50	£4,108.05
H	Demarcation of parking bays	121	m	£1.50	£181.50
I	Demarcation of symbols (disabled, give way tri.)	2	no.	£5.00	£10.00
O	CCTV Installation	1	per Unit	£2,500.00	£2,500.00
Estimated cost					£7,679.55

Royal Road					
C	Gulley construction	1	no.	£451.50	£451.50
H	Demarcation of parking bays	186.4	m	£1.50	£279.60
I	Demarcation of symbols (disabled, give way tri.)	2	no.	£5.00	£10.00
L	Gully/Chamber cleaning	1	no.	£5.00	£5.00
N	Signing to car park	1	per C/P	£750.00	£750.00
O	CCTV Installation	1	per Unit	£2,500.00	£2,500.00

Derwentside DC – Off Street Parking

P	Ticket Machine	1	no.	£3,870.00	£3,870.00
Q	Signage on site	3	no.	£150.00	£450.00
R	New footway	15	m ²	£35.00	£525.00
Estimated cost					£8,841.10

Thorneyholme Terrace

F	Excavation and disposal of surface material - 2829.4m ² to 40mm depth	113.18	m ³	£40.00	£4,527.20
G	Resurfacing of area 2829.4m ²	2829.4	m ²	£7.50	£21,220.50
H	Demarcation of parking bays	878.9	m	£1.50	£1,318.35
I	Demarcation of symbols (disabled, give way tri.)	8	no.	£5.00	£40.00
J	Demarcation of arrows	7	no.	£32.25	£225.75
L	Gully/Chamber cleaning	7	no.	£5.00	£35.00
M	Jetting	1	per day	£250.00	£250.00
O	CCTV Installation	1	per Unit	£2,500.00	£2,500.00
P	Ticket Machine	3	no.	£3,870.00	£11,610.00
Q	Signage on site	3	no.	£150.00	£450.00
Estimated cost					£42,176.80

Rear of Front Street

F	Excavation and disposal of surface material - 7106.5m ² to 40mm depth	284.26	m ³	£40.00	£11,370.40
G	Resurfacing of area 7106.5m ²	7106.5	m ²	£7.50	£53,298.75
H	Demarcation of parking bays	1350	m	£1.50	£2,025.00
I	Demarcation of symbols (disabled, give way tri.)	8	no.	£5.00	£40.00
J	Demarcation of arrows	6	no.	£32.25	£193.50
L	Gully/Chamber cleaning	10	no.	£5.00	£50.00
M	Jetting	1	per day	£250.00	£250.00
N	Signing to car park	1	per C/P	£750.00	£750.00
O	CCTV Installation	1	per Unit	£2,500.00	£2,500.00

Derwentside DC – Off Street Parking

P	Ticket Machine	5	no.	£3,870.00	£19,350.00
Q	Signage on site	10	no.	£150.00	£1,500.00
Estimated cost					£91,327.65
<hr/>					
Ex Bus Station Site					
K	Installation of lighting column	4	no.	£1,935.00	£7,740.00
L	Gully/Chamber cleaning	1	no.	£5.00	£5.00
M	Jetting	1	per day	£250.00	£250.00
N	Signing to car park	1	per C/P	£750.00	£750.00
O	CCTV Installation	1	per Unit	£2,500.00	£2,500.00
P	Ticket Machine	2	no.	£3,870.00	£7,740.00
Q	Signage on site	3	no.	£150.00	£450.00
R	Footway Construction	10	m ²	£35.00	£350.00
Estimated cost					£19,785.00
<hr/>					
Slaidburn Road					
F	Excavation and disposal of surface material - 7106.5m ² to 40mm depth	284.26	m ³	£40.00	£11,370.40
G	Resurfacing of area 7106.5m ²	7106.5	m ²	£7.50	£53,298.75
H	Demarcation of parking bays	1350	m	£1.50	£2,025.00
I	Demarcation of symbols (disabled, give way tri.)	4	no.	£5.00	£20.00
J	Demarcation of arrows	6	no.	£32.25	£193.50
L	Gully/Chamber cleaning	2	no.	£5.00	£10.00
M	Jetting	1	per day	£250.00	£250.00
N	Signing to car park	2	per C/P	£750.00	£1,500.00
O	CCTV Installation	1	per Unit	£2,500.00	£2,500.00
P	Ticket Machine	2	no.	£3,870.00	£7,740.00
Q	Signage on site	4	no.	£150.00	£600.00
R	Footway Construction	50	m ²	£35.00	£1,750.00
S	Fencing	60	m	£24.51	£1,470.60

Derwentside DC – Off Street Parking

Estimated cost

£82,728.25

APPENDIX C

DRAWINGS

PROPOSED ON STREET PROVISION – CONSETT
PROPOSED ON STREET PROVISION – STANLEY

CS/024723/017
CS/024723/018

Derwentside DC – Off Street Parking

APPENDIX D

DETAILS OF INCOME & EXPENDITURE

LEARNING & ECONOMY SCRUTINY

Minutes of a meeting of the Learning & Economy Scrutiny Panel held on Tuesday 4th September, 2007 at 4.00 p.m. in the Council Chamber, Civic Centre, Consett.

Present

Councillor D. Barnett (Chair)

Councillors A. Atkinson, D. Broadley, T. Clark, R. Cook, J. Docherty, R. Ellis, L. Marshall, T. Parry, G. Reid, A. Shield, W. Tyrie, D. Walton, J. Williams.

Apologies

An Apology for absence was submitted on behalf of Councillor E. Edwards.

An apology was also received on behalf of Ginny Williams (Partnership Development Officer – DCC)

In Attendance

Councillors D. Llewellyn, S. Mellor, T. Pattinson, O. Temple, M. Westgarth.

15. MANAGEMENT OF OFF STREET CAR PARKING WITHIN DERWENTSIDE.

The Head of General Services presented the report which provided members with information on car parking provision within the District and the pro's and con's of introducing car parking charges.

He also advised Members that a copy of a business case for the introduction of charges within Consett & Stanley Town Centre was attached to the report.

He advised that the business case had been set to reflect the current parking provision. However, the Development Agreement was now in place with Modus, who are looking to develop Stanley Town Centre, and the disposal of the Thorneyholme Terrace Car Park to the PCT for a new Health Centre, would have a significant effect on Stanley's parking arrangements in the short to medium term and some form of management of areas would be required.

Councillor Docherty added that she was of the opinion that Members had already agreed that car parking charges would not be imposed on these areas and as the plans for Stanley had not been secured more trade would be lost to the Metro Centre if charges were to be introduced.

Councillor Temple made comments in respect of short term car parking availability and the regeneration of shopping areas. He added that in his opinion a forum was required with the four key stakeholders; being DDC, DCC, owners of private car parks and Local Area Partnerships.

Councillor Marshall added that she felt traders had been forgotten in this scenario and the detrimental impact charges would have on their businesses.

Councillor Pattinson advised that he concurred with the comments of Councillor Marshall,

Councillor Stelling suggested that any discussion regarding car parking in Stanley should be put on hold until it was known what would be happening with the Modus Development. He advised that a steering group meeting had come up with the following suggestions:

- Revisit present facilities – e.g. increase the capacity of Albert Road car park, Consett;
- Place signage in Town Centres indicating where car parks were that were often left unused;
- Testo's Bingo car park should be open to public when not in use for patrons.

He further agreed that stakeholders should be involved in any future discussions regarding this matter.

Councillor W. Stelling left the meeting at this point.

Discussion then took place regarding the cost implications charges would have on shop workers and their salaries.

The Deputy Chief Executive advised that no formal decision had been taken on the car parking charges and reference to car parking had been outlined in the Corporate Plan for 2006-10 and the Medium Term Financial Plan.

Councillor Walton suggested that if discussions were to take place this be done on an individual basis for both Consett and Stanley as there were different parameters to consider.

Discussion then ensued regarding the infrastructure and how the community was supported. Members further discussed different options for parking such as a 'Park and Ride' or Blue Disc scheme; as used in other areas of the County.

Councillor A. Atkinson left the meeting at this point.

AGREED: that a meeting be held with Stakeholders to discuss options for the future provision of car parking within Consett & Stanley.

Conclusion of Meeting

The meeting closed at 6.25 p.m.

Chair.

TITLE:	Business as Usual Update
TO/ON:	Joint Scrutiny Panel 9th September
BY:	Head of Financial Services
PORTFOLIO:	Leader & Deputy Leader / Economy & Learning
STATUS:	Update Report

1 **SUBJECT MATTER AND PURPOSE**

- 1.1 This report seeks to update members on the progress against the Business as Usual protocols that were agreed between the County and District Councils in Durham as part of Local Government Reorganisation (LGR).

2 **BACKGROUND**

- 2.1 As part of the LGR process, agreement was reached that District Councils would be allowed to continue with their core business for the last year of their existence. Pages 46-48 of the Transitional Plan informed Members of the history and the detail of the protocols that have to be followed. In July this committee was taken through the process and hence the detail is not reproduced here.
- 2.2 A project or scheme which fits the criteria has to be the subject of a 'Business as Usual' request and these are coordinated by the Districts' Heads of Finance and submitted to the County Treasurer for consideration.
- 2.3 A proforma request form has to be completed and this is accompanied by whatever supporting information that managers deem necessary. A blank copy of the proforma is again attached at Appendix 1 to remind members of the requirements.
- 2.4 In order to ensure compliance with these requirements all reports to Members that are likely to give rise to a Business as Usual request have a paragraph in them explaining the LGR implications.

3 **MATERIAL CONSIDERATIONS**

- 3.1 To date this Council has submitted **six** Business as Usual Requests to the County Treasurer and the status of each is explained below with a précis of the risks and impact of the particular projects not going ahead;
- **Family Intervention Project (Page 10 Transitional Plan)** - the funding for this project is tapered which means that although there is a nil cost to

the authority in this financial year there are funding gaps of approximately £19,000 and £67,000 in years two and three respectively. **County Decision – this request is still outstanding from the last Business as Usual update. The funding shortfall in years 2 and 3 is the issue and the County Treasurer has requested further discussions on the matter.**

Risk – reduced likelihood of attracting staff with the right skills for the project and the new authority will lose the opportunity to roll out the service across the county.

- **GIS System** – an audit of the overlays used by the GIS system gave rise to the need to update the system together with all of the overlays. **County Decision – agreed per last report**
- **Careline – Renewal of Equipment (Page 21 Transitional Plan)** – there is a need to renew many of the Careline units in peoples homes. **County Decision – agreed per last report**
- **CCTV Network – Extension to Monitoring contract (Page 11 transitional Plan)** – the current contract ended recently and permission is sought to extend the arrangement beyond vesting day. **County Decision – there has been no further progress since the last report and a request for further information has been sent to the County Treasurer**
Risk – loss of a well used resource for the Police and the community.
- **Youth Café (Louisa Centre Annexe Stanley)** - A proposal to convert an unused Derwentside District Council asset into a Youth Café providing dedicated space and specialised support. This involves a significant capital commitment. **County Decision – this was sent off on 21st July but no response has been received to date.**
Risk – valuable asset not being utilised.
- **Consett Sports Project (Page 26 Transitional Plan)** – details of this major project were submitted to the County on 15th July **County Decision – the council has been informed that consultants are to be appointed to look at the project, after the Cabinet meeting on 28th August.**
Risk – eventual closure of existing facilities with no planned replacement. Also, delays in reaching a decision could have a significant impact on costs due to inflationary pressures.

3.2 Several other Business as Usual requests may need to be sent to the County Treasurer over the coming weeks, for example;

- **Disposal of Land to Derwentside Homes (Page 35 Transitional Plan)** – due for submission re initial tranche of transfers - further transfers also under consideration which would require further requests. **Risk** – loss of Housing Corporation grant and inability to provide affordable housing units.

- **Craghead Housing intervention Project (Page 38 Transitional Plan)**
– submission pending after report to Council on 30th June re Group Repair Scheme and possible future updates.
Risk – future sustainability of the development put at risk and the impact of present interventions reduced.
- **South Moor Park (Page 28 Transitional Plan)** – submission pending following report to Council 13th May and possibly a further final report.
Risk – Health and community benefits not achieved
- Some other projects may also generate requests depending upon progress over the next few months, for example, Voice Risk Analysis Software (Page 27 TP), Disposal of Land to Groundworks (Page 34 TP), and Stanley Town Centre

4 **RECOMMENDATION**

4.1 Members note the information relating to and the progress of, the Business as Usual requests.

5 **BACKGROUND DOCUMENTS**

- Derwentside District Council – Transitional Plan 2008/09
- Economy & Learning Scrutiny – July 2008

For further information regarding this report contact Dave Watson. Head of Financial Services on ext. 8353 (email d.watson@derwentside.gov.uk)

BUSINESS AS USUAL – REFERRAL REQUEST

This form should be completed and e-mailed to
paula.crampton@durham.gov.uk

The e-mail subject heading should be ‘BUSINESS AS USUAL REQUEST’

Name of District/Borough Council:				
Contact Name:				
E-mail address:				
Telephone:				
Title of Project:				
Transaction Type: <i>(Please tick)</i>	Revenue		Capital	
	Income		Expenditure	
Value:	£			
On-going financial consequences: <i>(Please quantify)</i>				
Is this project included in your original budget or capital programme?	Yes		No	
Summary of the Project				
Reason for Referral				
Proposed date to be considered by your Executive				
Please list attached background papers				

To be Completed by County Treasurer:		
Decision by County Treasurer		Date:
Referred to Corporate Services Board		Date:
Referred to Implementation Executive		Date:
Decision:		
District/Borough Council Notified		