

Planning & Transportation Cabinet Advisory Board

21 August 2017

Is the final decision on the recommendations in this report to be made at this meeting?

No

* Crescent Road Car Park Tunbridge Wells – Proposed Extension

Final Decision-Maker	Full Council
Portfolio Holder(s)	Councillor David Jukes – Leader of the Council
Lead Director	Lee Colyer – Director of Finance, Policy and Development
Head of Service	David Candlin – Head of Economic Development and Property
Lead Officer/Author	Diane Brady – Civic Development Manager
Classification	Part Exempt Exempt Appendices A and B exempt by virtue of paragraph 3 of Schedule 12A of the Local Government Act 1972 (as amended): Information relating to the financial or business affairs of any particular person including the authority holding that information.
Wards affected	All

This report makes the following recommendations to the final decision-maker:

1. That the project designed to RIBA Stage 3 (Developed Design) in accordance with Cabinet Decision CAB157/16 on 9 February 2017 be approved for funding and delivery;
2. That funds be made available to procure and deliver the project up to a capital cost detailed in Exempt Appendix A plus VAT; and
3. That authority to procure, deliver and complete the project be delegated to the Head of Economic Development in consultation with the Leader, the Portfolio Holder for Finance and Governance, the Director of Finance, Policy and Development (S.151 Officer) and the Monitoring Officer.

This report relates to the following Five Year Plan Key Objectives:

- A Prosperous Borough
- A Green Borough
- A Confident Borough

Timetable	
<i>Meeting</i>	<i>Date</i>
Management Board (Verbal update)	Wednesday 2 August 2017
Discussion with Portfolio Holder	Monday 14 August 2017
Planning and Transportation Cabinet Advisory Board	Monday 21 August 2017
Finance and Governance Cabinet Advisory Board	Tuesday 22 August 2017
Cabinet	Thursday 14 September 2017
Council	Wednesday 27 September 2017

* Crescent Road Car Park Tunbridge Wells – Proposed Extension

1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 In February 2017 Cabinet approved the design of an extension to the Crescent Road car park, Tunbridge Wells to RIBA Stage 3 (Developed Design). This work has been completed.
 - 1.2 This report now seeks to summarise the proposed works, project timetable and indicative budget costs, to identify the benefits of the proposed extension and to seek authority to fund the extension project.
 - 1.3 The report also requests that authority be delegated to the Head of Economic Development in consultation with the Leader, the Portfolio Holder for Finance and Governance, the S 151 Officer and the Monitoring Officer to procure, undertake and complete the project.
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2. INTRODUCTION AND BACKGROUND

- 2.1 Crescent Road car park is a multi-storey car park constructed in the 1970s and currently provides 1069 car parking spaces in the town centre. The freehold title of the site on which the car park is located is owned by Tunbridge Wells Borough Council and the extent of the freehold ownership exceeds the footprint of the current structure. The location of the car park and extent of the site in the Council's ownership is shown at Appendix A.
- 2.2 It is recognised that there is a need to provide further parking in the town to ease parking congestion on the streets and accommodate those vehicles that are displaced through parking management, to continue to support the revenue receipt to the Council, to facilitate proposed future development and to accommodate potential future changes to town centre parking and the provision of shared space and public realm.
- 2.3 Through the regular review of the Council's asset portfolio it has been identified that the freehold site at Crescent Road car park could accommodate a car park extension and it was decided by Cabinet, at their meeting on 9 February 2017, that consultants should be instructed to design an extension to the existing Crescent Road car park to RIBA Stage 3 (Developed Design). In addition, Cabinet approved a refurbishment of the existing structure. The refurbishment work has not been specified and is being tendered and this work will be coordinated to accommodate the car park extension if it is decided to proceed with the extension project.
- 2.4 The RIBA Stage 3 (Developed Design) for the potential car park extension has identified a scheme that will deliver a 4-storey extension to the east elevation of Crescent Road car park.

- 2.5 The project will achieve the construction of an extension which delivers 96 new parking bays, 26 new cycling stands and space allocated for electric bikes for future installation. It will serve to assist the Council's corporate priorities by providing town centre parking to support the economic development of Tunbridge Wells and will support the Council's healthy Borough priority by providing cycling stands and space allocated for electric bikes for future installation. All new parking bays will be wider than the existing parking bays. New landscaping will be sited to the entrance and exit of the car park.
- 2.6 Details of the design are attached at Appendix B.
- 2.7 Indicative budget costs and demonstration of payback periods are attached at Exempt Appendix A.
- 2.8 The proposed project programme is attached at Exempt Appendix B and provides for submitting a planning application, specification and tender process, tender award and construction. It is anticipated that the extension project would take approximately 8 months to complete from starting on site.
- 2.9 It is proposed that the contractor will be procured through a framework although this may be reviewed depending on the construction market at the time.
- 2.10 The Finance Service have confirmed that the project may be funded from reserves and from capital receipts from the sale of surplus assets.
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3. AVAILABLE OPTIONS

- 3.1 Option 1 – Do nothing – This would mean that no new spaces would be delivered in this location in the town centre which could impact on its long term viability. This is not a recommended option for the future of the town. The need for parking will become more intense as the new developments proposed over the next few years commence and the 'do nothing' options would prevent the creation of new spaces to alleviate the pressure.
- 3.2 Option 2 – Extend other car parks within the town centre – Although this option may be theoretically possible, the other car parks within TWBC's ownership in the town centre are not adjacent to land within the Council's freehold that is currently under-used and capable of facilitating a car park of a size significant enough to justify project expenditure.
- 3.3 Option 3 – Identify other potential sites for car parking provision – This is currently being undertaken in accordance with the Cabinet's decision made in February 2017. There are limited spaces which could be suitable for the provision of car parking within the town centre, either in private or public ownership and all potential options will be subject to full feasibility review to ascertain whether parking could be facilitated on the site both in practical and in viability terms.

- 3.4 Option 4 – Extend Crescent Road car park to create 96 new spaces, 26 new cycling racks and space allocated for electric bikes for future allocation.
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4. PREFERRED OPTION AND REASONS FOR RECOMMENDATIONS

- 4.1 Preferred option - Extend Crescent Road car park

- 4.2 Reasons for Recommendations

This option would allow for immediate action to be taken to facilitate temporary displaced parking from private sector development proposed in the town centre.

It would also quickly provide replacement parking to assist in the delivery of the Council's Five Year Plan.

The Crescent Road car park site provides the opportunity to extend onto land currently in the Council's ownership, thus avoiding incurring the costs of acquisition.

By developing on this site, it ensures that an area of public asset that is currently under-utilised is brought into revenue producing use by the provision of the new parking bays, supporting the financial objectives of the Council.

5. CONSULTATION RESULTS AND PREVIOUS COMMITTEE FEEDBACK

- 5.1 The Planning and Transportation Cabinet Advisory Board and the Finance and Governance Cabinet Advisory Board are being consulted.
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6. NEXT STEPS: COMMUNICATION AND IMPLEMENTATION OF THE DECISION

- 6.1 If approved, the report will be submitted to Full Council for consideration on 27 September 2017.
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7. CROSS-CUTTING ISSUES AND IMPLICATIONS

Issue	Implications	Sign-off
Legal including Human Rights Act	The legal team will continue to assist and advise on the procurement process, contracts etc.	Estelle Culligan, Interim Head of Legal Partnership 11 August 2017
Finance and other resources	The investment can be funded from reserves and capital receipts and will provide a positive payback.	Lee Colyer, Director of Finance, Policy and Development 14 August 2017

Staffing establishment	There are no additional staffing implications.	Nicky Carter, Head of HR 14 August 2017
Risk management	The proposal should be recorded in the risk register, highlighting the associated construction and project management risks. These will be managed through proper contract administration including risk identification, impact assessment, mitigation and regular monitoring of existing risks and of the opportunity for the creation of new risks as the project progresses.	Diane Brady, Interim Civic Development Manager 14 August 2017
Environment and sustainability	The proposal provides additional cycle storage infrastructure and makes provision for the future installation of charging points for electric bikes.	Gary Stevenson, Head of Environment and Street Scene 11 August 2017
Community safety	There are no significant community safety implications as a result of the proposals.	Terry Hughes, Community Safety Manager 14 August 2017
Health and wellbeing	This plan supports the Council's priority to create opportunities that will attract the development of new and existing businesses. The economy of the town is linked to the health of the town, since employment is protective against ill-health. Cycling stands and parking for electric bikes will assist people to use healthy and sustainable forms of transport.	Sarah Richards, Healthy Lifestyles Co-ordinator 11 August 2017
Health and Safety	The scheduled works would be of a benefit to public health and safety within Crescent road car park especially when any new landscaping to the entrance and exits of the car park is taken into consideration. Any increase in safety within this car park would have additional benefits due to the large number of people that use this car park on a regular basis.	Mike Catling, Corporate Health and Safety Advisor 11 August 2017
Equalities	The decisions recommended through this paper have a remote or low relevance to the substance of the Equality Act. There is no apparent equality impact on end users. The decisions recommended in this report will not alter the current provision of parking spaces for people with disabilities which is sufficient to meet the demand. The extension will not include any additional parking for people with disabilities.	Sarah Lavallie, Corporate Governance Officer 11 August 2017

8. REPORT APPENDICES

The following documents are to be published with and form part of the report:

- Appendix A: Site Plan
 - Appendix B: Design Drawings
 - Exempt Appendix A: Project Cost Plan
 - Exempt Appendix B: Alternative Programme Options
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9. BACKGROUND PAPERS

Cabinet Report 9 February 2017:

<http://democracy.tunbridgewells.gov.uk/meetings/mgIssueHistoryHome.aspx?Id=50014696&Opt=0>