

Crawley Borough Council

Report to the Overview and Scrutiny Commission 10 February 2014

Report to Cabinet 12 February 2014

Tilgate Park Access and Car Parking Arrangements

Report of the Head of Property
PSD/113

1. Purpose

To consider options for improving the existing access and car parking arrangements at Tilgate Park, to confirm the preferred option for implementation and to make changes to the Council's Off-Street Parking Places (Civil Enforcement and Consideration) Order 2009 ("the Order").

2. Recommendation

2.1 To the Overview and Scrutiny Commission:

That the Commission consider the report and decide what comments, if any, it wishes to submit to the Cabinet.

2.2 To the Cabinet

2.3 The Cabinet is requested to recommend:

2.4 The approval of one of the following options for implementation:

- (i) Option 1 Construct a new access road linking the park to the A23, with minimum modifications required to the main car park to facilitate the new access road.
- (ii) Option 2 As above but also delivering additional car-parking spaces, re-surfacing of the main car-park and associated environmental improvements to car park pedestrian / toilet area.

N.B. Both options allow for the cost of replacement of the existing pay entry barrier system with a pay and display operation in the main car park.

If option (ii) is recommended then approval for a supplementary capital estimate will be required.

2.5 To authorise the Head of Property to invite tenders for the option chosen and in consultation with the Portfolio Holder for Leisure and Culture and the Head of Finance, Revenue and Benefits to accept the most economically advantageous

tender and thereafter to enter into a contract for the works with the successful Tenderer.

- 2.6 To approve a supplementary capital estimate of £7,800 to the existing capital budget provision of £1M if Option 2 is required.
- 2.7 Approval of the necessary variation to the Order to upgrade the main Tilgate Park car park from 'pay on entry' to 'pay and display' and to add the overflow (fisherman's) car park to the Order.
- 2.8 That the relevant Portfolio Holder be granted delegated authority to advertise and implement the proper variation to the Order.

3. Reasons for the Recommendation

- 3.1 The officer recommendation is that Option 2 represents the most economically advantageous scheme.
- 3.2 In 2012 the BAG recommended that the Council examine the feasibility of providing a new access road linking Tilgate Park and the A23. A budget of £1 million was provisionally set aside to construct this new access.

The principle objectives were to:--

- Facilitate an improvement in visitor experience with well organised and managed access and car-parking arrangements for Tilgate Park.
- Reduce Traffic volume through Titmus Drive by making the A23/K2 Junction the primary route for Vehicular access and egress to and from the Park.
- Relieve traffic congestion and parking both in the park and also in the Tilgate neighbourhood.

Measures would need to be incorporated into the design to deter motorists from using the new route as a shortcut between the A23 and Tilgate neighbourhood.

4. Issues to be Resolved

- 4.1 Car Parking
 - 4.1.1 Existing car parking and access to Tilgate Park is inadequate and problematic, particularly during busy periods where there is then an impact (congestion) on the Tilgate neighbourhood parking.
 - 4.1.2 Entry to the main car park is currently via a 'pay to enter' barrier system and is negatively perceived by visitors. When the car park is full (it was full on 65 days from April to the end of August) barriers continue to admit paying drivers who then frustratingly continue around the congested car park when no spaces are available. In addition, when the blue badge spaces outside of the car park are full, then disabled drivers currently have to pay £3 to access the car park (contrary to CBC's free parking policy).
 - 4.1.3 There is a growing tendency for coaches and mini buses to visit Tilgate Park and

there is a need for revised coach parking arrangements. Coach parking is required by school groups and there is a requirement for safer coach manoeuvring and parking, as is a better alighting area and improved pedestrian access from the car park into the park as currently pedestrians have to cross an unrestricted road.

- 4.1.4 Car parking income provides a significant contribution to the upkeep of the park. To continue to improve the parking facilities within the park and also to increase income it is suggested that a coherent parking strategy for the park is required.

A new access route from the A23 to the main car park presents an ideal opportunity to upgrade to 'pay and display' parking, enhance coach parking facilities, make safer provision for blue badge holders and better integrate parking zones and traffic flows.

Proposed revised Parking Strategy:

- Pay and display to be introduced at all formal public parking areas.
- Main car park charging period 9.00 to 16.00 winter / 18.00 summer
- Tariff: £1 per hour flat fee, up to a maximum of £5:00.
- Overflow (fisherman's) car park: 10am to 16.00/18.00 at same rates. Extended free morning parking (advantageous to locals) replaces first hour free parking which is abused (over 75% park currently for free!).
- Enforcement of double yellow lines to prevent illegal parking.
- All subject to approval and ongoing annual review.
- Tariffs regularly reviewed and amended.
- Differential charging potential to be evaluated 6 months from implementation (i.e. to attract more visitors off peak / maximise income on peak).

N.B. Monitoring of any new pay and display system can be accommodated from within the Council's own existing enforcement team.

4.2 An Access "Fit for Purpose"

- 4.2.1 Providing vehicular access to the park from the A23 and promoting this as the parks primary access (particularly for visitors from outside of the Borough) has been a long held aspiration. The Councils own market research indicates that during the summer months more than 70% of park visitors are from outside of Crawley.
- 4.2.2 The new junction from the A23 into K2 could also accommodate traffic into Tilgate Park. This option makes the construction of a new access into the park deliverable within a budget of £1,000,000.
- 4.2.3 Over recent years the popularity of the park has resulted in an increase in vehicle movement in and around the park. Providing a more efficient effective access and car parking arrangements will enable the Council to grow income (currently approximately £160k per annum is derived from car parking)
- 4.2.4 Increased income derived from second spend in the nature centre/shop is also anticipated if the project goes ahead as visitor throughput and satisfaction increases. Service providers operating in the park (especially Smith and Western and "Go Ape") would also benefit and the transition to pay and display would facilitate redeemable parking charge arrangements.
- 4.2.5 Both Smith and Western and "Go Ape" have indicated a willingness to contribute financially towards the proposals set out in this report. Officers are currently in negotiation to finalise this arrangement.

5. Information and Analysis

5.1 Background

Construction of a new access road (estimated cost of £413,500 inc fees) is deliverable within the allocated budget, although a minimum of £ 331,321 would be needed to alter the main car park to cater for the new enhancement.

Consideration of current car-parking and traffic management arrangements highlight the desirability of taking a more holistic approach which could result in significant benefit for local residents and park users. This could feasibly be achieved from within the available budget. This approach would also future proof the park in terms of anticipated continued popularity and visitor expectations.

5.2 Options for Consideration

5.2.1 The following options are both deliverable within a budget of £1 Million

5.2.2 Option 1

Option 1 represents the minimum scheme option and would deliver:

- New primary access from the A23 junction through to the main car park with a 5.5m wide carriageway with the exception of two pinch points (priority give ways) at each stream crossing.
- Improved Coach parking and Turning Facilities.
- Provision of 295 standard spaces and 9 disabled spaces within the Main Car Park, including relocation of Disabled parking with Pay and Display throughout the Car Park. An increase of **14** spaces.
- Parking facilities along Tilgate Drive remain as existing.

| Proposed works | Estimate |
|---|-----------------|
| New road from the A23 to the main car park. | £320,951 |
| Minimum modifications required to the main car park to facilitate new access road | £331,321 |
| Other preliminary works | £31,364 |
| Other detail design costs | £61,113 |
| Sub Total | £744,749 |

The Scheme budget estimate for this Option is £744,749, including Feasibility, Construction and Professional Fees.

Benefits –

- Improved access from A23 / K2
- Improved coach parking arrangements
- Improved parking revenue from Pay and Display parking strategy
- Improved visitor perception of the Park facilities

- Reduction in number of Park visitors passing through Tilgate
- Additional 14 parking spaces in the Main Car Park
- Possibility to deliver a bus route through the park in future

Impact of not doing this option –

- loss of opportunity to encourage more visitors to visit the Park by coach
- continued use of Tilgate residential streets for parking by visitors
- visitors to the Park will continue to pass through Tilgate
- reduced visitor experience in clearer and easier access the park

5.2.3 Option 2

Option 2 is an enhanced scheme providing the same as Option 1 but also allowing for:

- Provision of 311 standard spaces, an increase of a total of **30** spaces.
- Resurfacing and relining the Main Car Park
- Environmental Improvements to the car park pedestrian / toilet area.

| Proposed works | Estimate |
|---|-------------------|
| New road from the A23 to the main car park. | £320,951 |
| Minimum modifications required to the main car park to facilitate new access road | £331,321 |
| Other preliminary works | £31,364 |
| Other detail design costs | £61,113 |
| Sub Total | £744,749 |
| Environmental improvements to car park pedestrian / toilet area | £44,513 |
| Main car park 16 extra spaces. | £128,693 |
| Resurface (including relining) Main Car Park | £89,882 |
| Total | £1,007,837 |

The Scheme budget estimate for this Option is £1,007,837 including Feasibility, Construction and Professional Fees.

Benefits, as for Option 1 with the following additional benefits –

- Additional 30 parking spaces (in total) in the Main Car Park
- Resurfaced and relined Main Car Park
- Improved safety for visitors to cross from the car park to the Park facilities with restricted road.

Impact of not doing this option –

- Reduction in parking spaces in the Main Car Park
- Remain with an unattractive main car park

6. Legal and Financial Implications

- 6.1 Parking at Tilgate Park is governed by the Order which will need to be varied to bring into effect the proposed change set out in Clause 4.1.4 of this report
- 6.2 The Order is regulated by the Road Traffic Regulations Act 1984 and the Local Authorities Traffic Order (Procedure) (England) Regulations 2012.
- 6.3 The statutory procedure for making changes to the Order require a notice to be published in a newspaper circulating in the district and for it to be displayed in the car parks affected.

6.4 Capital Costs

Option 1 £744,749

Option 2 £1,007,837 *

* The cost of this option would be offset by contributions from Smith & Western and “Go Ape” (6.3 below) and deliver additional car parking income (6.2 below).

The existing capital budget provision is £1M and therefore if Option 2 is recommended a supplementary capital estimate of £7,800 will be required.

6.5 Income

Anticipated income projected from the improvements and addition of the Pay and Display:-

Option 1: Main car park 14 extra spaces, Additional annual income of: £7 – 9,500

Option 2: Main car park 30 extra spaces, Additional annual income of: £15 – 20,000

Note: Introduction of Pay and Display machines will not lead to an increase in enforcement resources since management of the system could be adopted by existing CBC enforcement teams, including collection of cash which already takes place for the overflow car park, thus significantly reducing Tilgate Park Staff time commitment.

6.6 Support from Operators

Negotiations with Smith & Western and Go-Ape seeking a financial contribution are ongoing.

7. Indicative Programme (subject to Cabinet approval)

| | |
|--|-----------------------------------|
| Cabinet Approval | 12 February 2014 |
| Prepare Planning Application* | 17 February 2014 to 17 March 2014 |
| Planning Process | 17 March 2014 to 23 May 2014 |
| Install Pay & Display to Main Car Park** | To be completed by 11 April 2014 |

| | |
|--------------------------------|---------------------------------|
| Detailed Design Complete | 17 February 2014 to 09 May 2104 |
| Tender Period | 26 May 2014 to 20 June 2014 |
| Tender Assessment / MIB Period | 23 June 2014 to 25 July 2014 |
| Tree Clearance Works | Commence in September 2014 |
| Main Construction Period *** | September 2014 to April 2015 |

* Includes consultation with stakeholders including users of the recreation huts.

** Implementation of Pay and Display before Easter 2014

*** Avoids construction works during summer, the busiest time for the park.

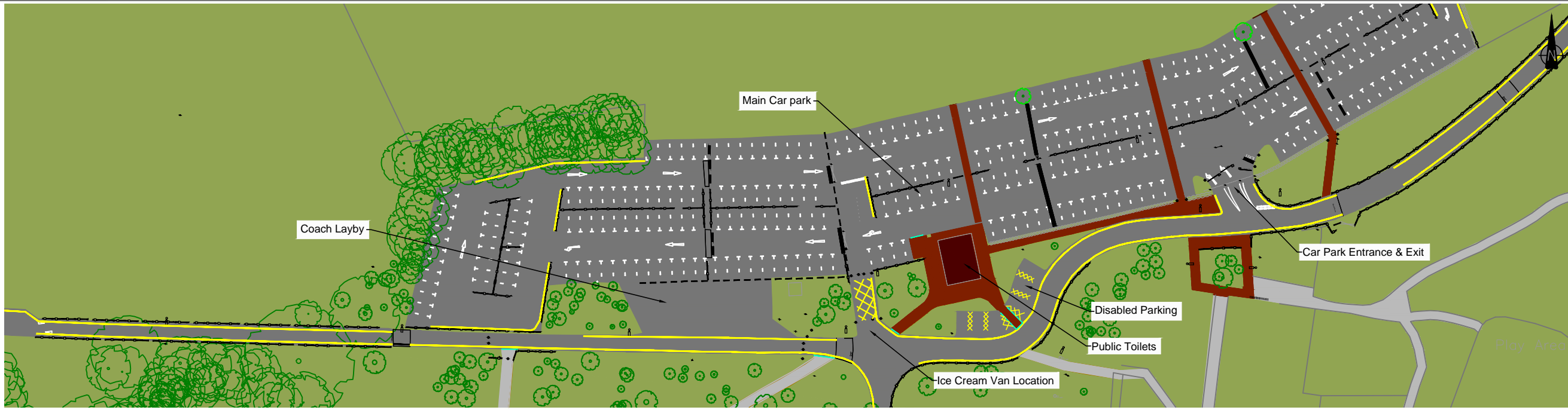
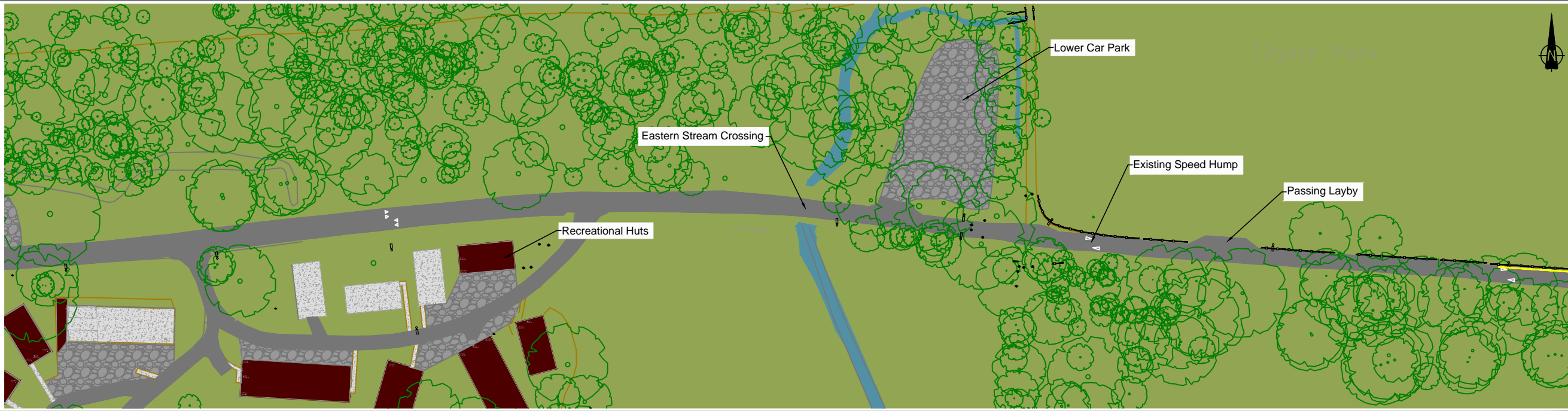
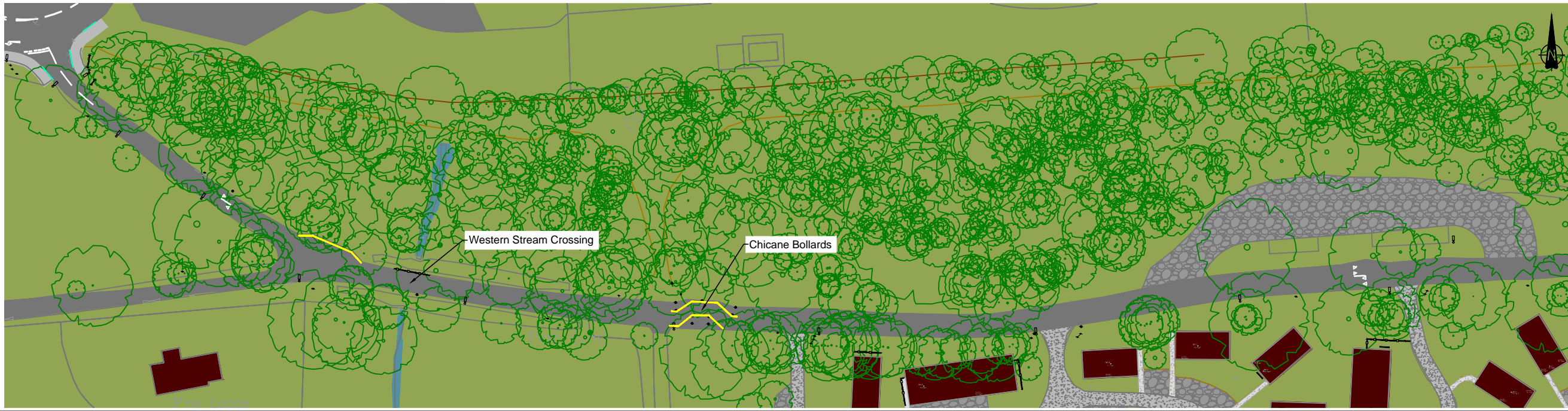
8. Conclusion

- 8.1 The officer recommendation is that Option 2 represents the most economically advantageous scheme.

9. Background Papers

- 9.1 Crawley Borough Council (Off-Street Parking Places) (Civil Enforcement and Consolidation) Order 2009

Contact Officer: Peter Allen, Head of Property, 01293438344, peter.allen@ Crawley.gov.uk



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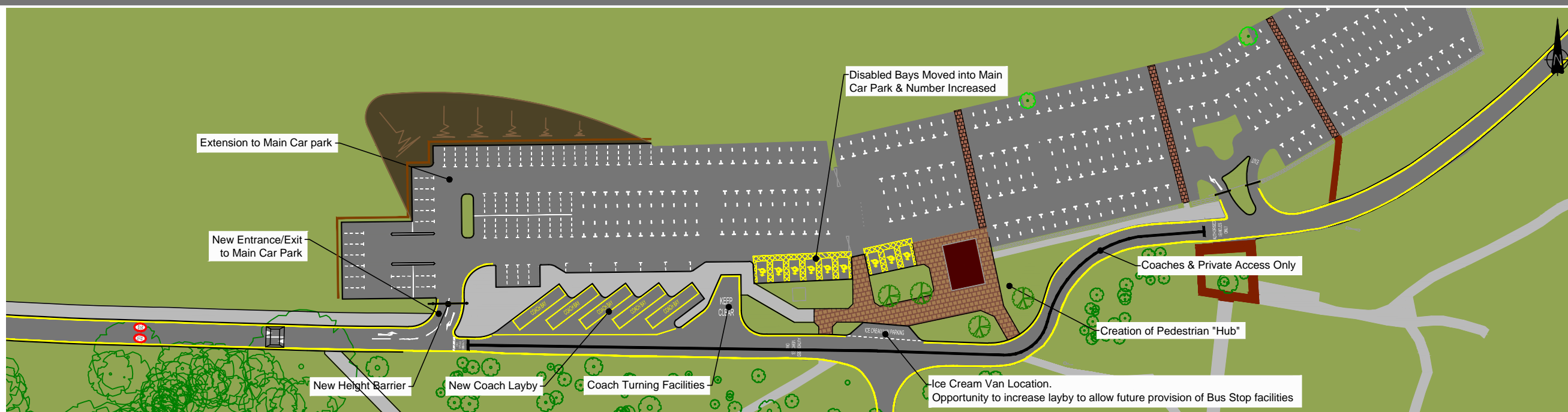
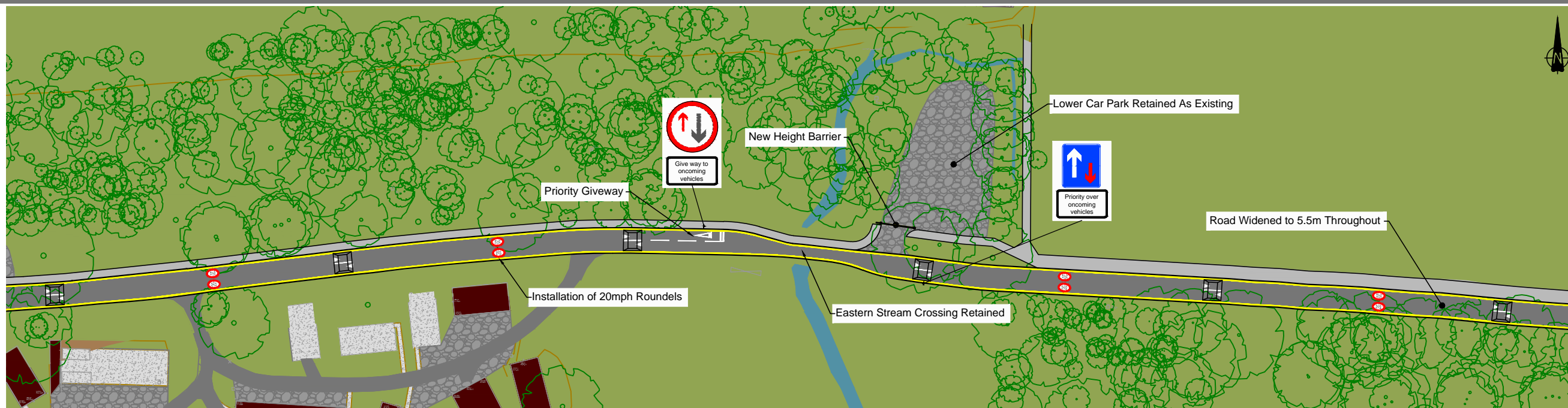
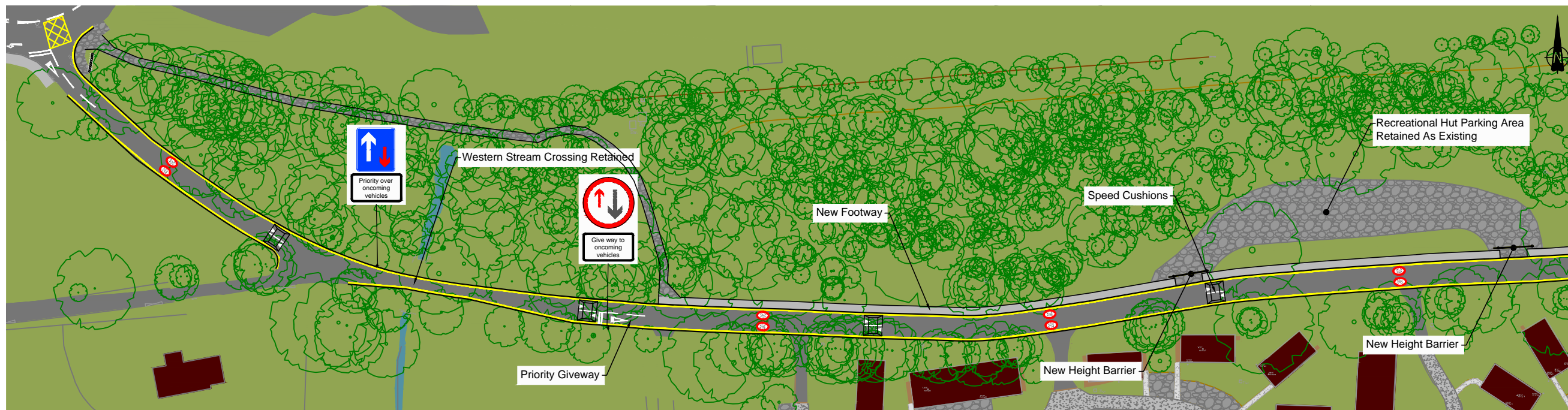
TITLE:--
 EXISTING ARRANGEMENT

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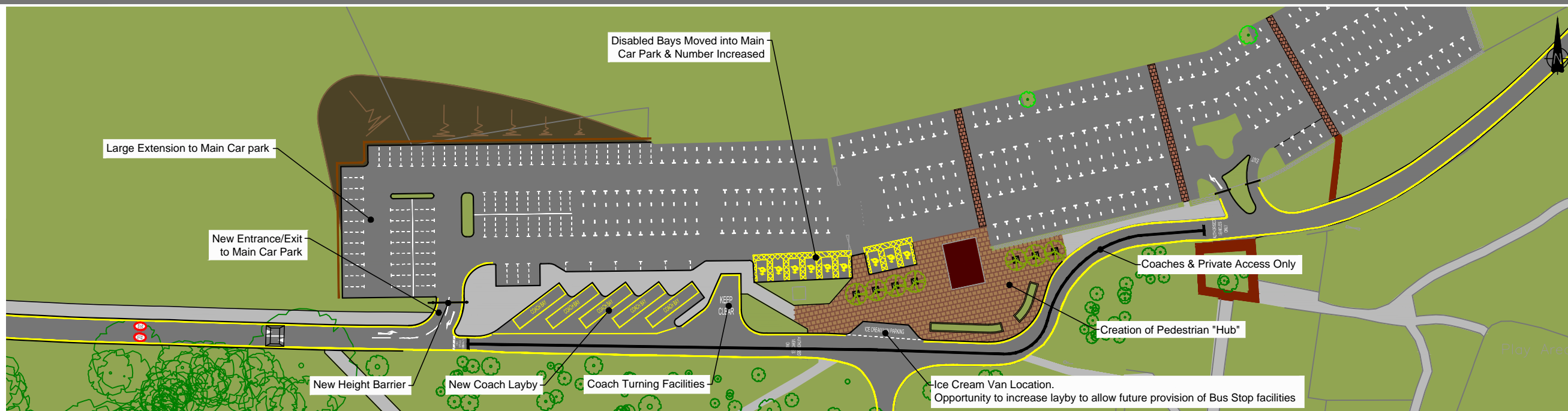
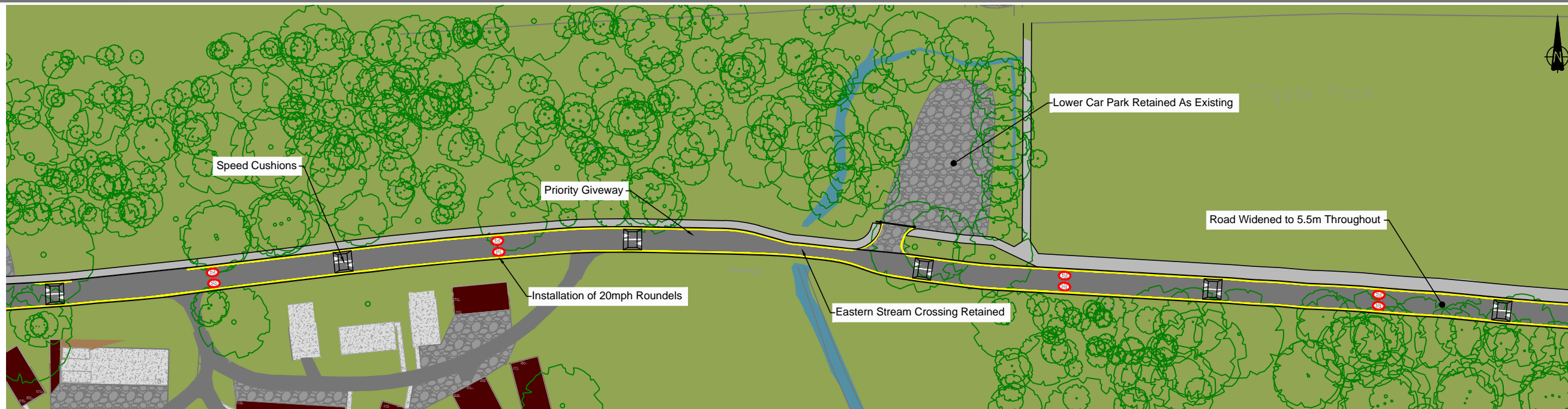
COMMITTEE REPORT
 OPTION 1

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AMENDMENTS
 PROJECT:-- TILGATE ACCESS

TITLE:--

COMMITTEE REPORT
 OPTION 2

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