

Management Committee

16 August 2016

Review of Car Park Charges

For Decision

Portfolio Holder(s)/ Briefholder
Councillor Colin Huckle

Senior Leadership Team Contact:
M Hamilton, Strategic Director

Report Author:
Jack Creeber Parking & Transport Manager

Statutory Authority
The Road Traffic Regulation Act 1984

1. Purpose of Report

- 1.1 To review the condition of the Council's car parks and determine the level of investment and parking charges required to upgrade these.
- 1.2 To consider how the Council can assist local residents and the commercial sector in dealing with the significant seasonal fluctuations in car park occupancy both during the day and evenings.

2. Officer Recommendations

- 1.3 Approve a once off maintenance budget from the General Reserve of £100,000 to enable immediate repairs and upgrades that are essential to be carried out within the car parks during this current financial year.
- 1.4 Approve a once off £200,000 from the General Reserves for implementing during this financial year planned specified works that are necessary to improve the condition and safety of the car parks.
- 1.5 Approve the car parking charges in respect to
 - a. Changing parking charges as per appendix 3
 - b. Reintroduce evening parking charges as per appendix 3
- 1.6 Agree to the introduction of parking charges to those car parks that are currently free in order that the income generated covers current mandatory outgoings, e.g. business rates and health & safety.

- 1.7 Approve, until further discussions have taken place with Dorset County Council, the free use for residents of on street parking permits of Pavilion, Swannery and the Nothe car parks during events that necessitate the closure of residential roads within the Town Centre and harbour areas.

3. Reason for Decision

- 1.8 In order to avoid the car parks falling into an unacceptable condition it is essential that recommendation 2.1 is approved and that funds of £100,000 is made available to carry out repairs and upgrades to the Borough's car parks during this financial year, as indicated in Appendix 1.
- 1.9 In addition to the immediate maintenance issues there are a number of more major works that need to be carried out and therefore it is necessary for recommendation 2.2 is approved so that funds of £200,000 from reserves can be made available in order to deliver these projects during this financial year, as indicated in Appendix 2
- 1.10 Weymouth town centre residents are adversely affected by various temporary road closures that are introduced to accommodate special events. Whilst Dorset County Council control the sale and administration of the on street residential parking schemes within Weymouth, they appear at this time to be reluctant to offer the residents any assistance with regard to the loss of the on street car parking. Recommendation 2.3 should be approved so that this Council can offer local residents assistance while discussions with Dorset County Council continue.
- 1.11 In order to provide the necessary funding to carry out the improvements and maintenance to the Council's car parks it will be necessary to alter parking charges as well as introducing a night time charge as shown in Appendix 3.
- 1.12 It is no longer considered financially viable to provide free car parking and that charges need to be introduced as in Appendix 3 to offset the costs incurred by this Council.
- 1.13 There is concern that some of the car parks, where charges are currently made to park, do not actually cover their costs. It is considered necessary therefore to review the financial viability of all the Council's car parks and the findings will be subject a further report.

4. Background and Reason Decision Needed

1.14 The Current Position

- 1.15 The current stock of Weymouth and Portland Borough Council car parks is shown in Appendix 4. There are currently 21 car parks that are chargeable and 11 that are currently "free".
- 1.16 In the financial year 2015/16 this Council spent a total of £100,000 on the introduction of the first phase to renew its aging stock of pay and display machines, along with an additional expenditure of £60,000 associated with general maintenance works.

1.17 Investment in our car parks is vital for the commercial viability of Weymouth and Portland as a major tourist destination, because the first impression of a town / destination for any motorist is the car park and more importantly it is also their last impression.

1.18 To provide quality, well maintained and safe car parks requires a continuous rolling programme of planned works being carried out. Some of the more imminent issues facing this Council include, but not limited to:

- a. The introduction of the new £1 coin will require all the pay & display machines to be recalibrated in order for them to accept the new coin.
- b. To continue the programme for the replacement of the Council's aging pay & display machines that will provide higher reliability as well as vital management information about use of the car parks.
- c. The new machines are more robust in preventing loss of income through theft of the cash boxes.
- d. It is essential to provide safe car parks for the public to use and therefore constant maintenance of the surfaces, fencing and vegetation is required.
- e. Once a car is parked the motorist becomes a pedestrian and therefore requires a different set of directional signage. Parking Services are liaising with other bodies to devise a Weymouth wide pedestrian directional scheme.
- f. These maintenance works will greatly assist this Council in acquiring more Park Mark awards for its car parks. Park Mark is awarded for good quality car parks that are safe to use and that have no or very little criminal related incidences. This award is assessed by Dorset Police together with the British Parking Association.

1.19 **Free car parks**

1.20 It should be recognised that there are no "free" car parks. This Council still has to pay Business Rates, in addition to the on-going maintenance and costs for regular patrols and car park inspections associated with these car parks.

1.21 Therefore the costs of operating these "free" car parks is being subsidised from the income being generated from those car parks where charges exist and if the motorist is not required to make a payment to park, then the local Council Tax payer will have to. This is not acceptable because the limited funds that the Council has should be going towards the delivery of other vital services that benefit the local community and not subsidising "free" car parking.

1.22 **Car park Condition**

- 1.23 Many car parks historically were constructed based upon nominal ground preparation with little thought to surface water runoff resulting in undulating car parks, ponding because of no or insufficient drainage. This may well have been due to original car park creation as being temporary at the time but has since been determined that the car park is required to meet the demands of the traffic on our streets today.
- 1.24 It is considered necessary to carry out a full survey of the car parks in order to identify
- a. The conditions of its surface and construction,
 - b. What drainage exists and its condition and
 - c. What lighting exists
- 1.25 One advantage of the seasonal use of the Weymouth & Portland car parks is that works can be carried out without too many implications for the operation of the car parks, but it is vital that there is a forward planned maintenance budget as well as a capital works programme to allow the Council to manage this, e.g. scheme design and works to the surfacing and drainage systems.

1.26 **Maintenance**

- 1.27 There has been a lack of investment in the Council's car parks over a number of years and there is a limited maintenance budget which is currently insufficient to provide any improvements / repairs and only barely covers essential maintenance on a reactive basis.
- 1.28 Before a planned rolling maintenance programme can be developed and implemented there is a need to carry out significant repairs and improvements to the car parks which cannot be catered for within current budgets nor indeed any separate capital programme.
- 1.29 There is a need to increase some parking charges in order to achieve sufficient surplus that would allow general maintenance as well as specific capital works, otherwise the condition of the Council's car parks will deteriorate to an unacceptable level.
- 1.30 This Council currently has 8 car parks which have been awarded the Park Mark accreditation; however these awards were given with the understanding that a number of remedial measures had to be undertaken.
- 1.31 The general public however are rightly expecting our car parks to be well maintained and providing quality facilities and this Council is proposing to undertake a significant amount of maintenance work as it strives to achieve more Park Mark awards for its car parks.
- 1.32 The objective is to obtain this nationally recognised award for each of the Council's car parks, but this will be challenging due to the poor condition of a number of the car parks without considerable investment.

- 1.33 A preliminary action plan for the coming year's maintenance / investment programme has been devised and is to be found as Appendix 2.
- 1.34 It is anticipated that the action plan will deliver a number of benefits that includes providing an enhanced customer experience through more reliable pay & display machines, easier car parking, improved surfacing and signage. It is also being considered where possible to introduce some larger sized parking bays to accommodate more of today's vehicles.
- 1.35 There are 32 car parks and when taking into account the following it will be necessary to carry out maintenance tasks along the following lines:

Task	Frequency	No of car parks per Year
Refresh car park bay & road markings	Every 4 years	8
Surfacing	Every 10 years	3
Renew signage	Every 6 years	5
Maintain boundary fencing	Every 10 years	3
Pay & Display machines	Every 10 years	3
Lighting	Every 5 years	6
Drainage	Every 3 years	10
Vegetation	Every year	32

1.36 The need to charge for car parking

- 1.37 The last change to the parking charges was introduced in May 2015 and this saw car park charges returning to the levels that were in place in 2013, before they were reduced in 2014.
- 1.38 The objective for the 2014 reduction in the parking charges was a trial to understand what potential benefits this would have on the local retail economy. Analysis of the car parking events that took place during 2014 saw a significant fall compared with ticket sales in 2013 and while it is not possible to state exactly why this was, the Council could not afford to subsidise car parking to the level it was without seeing any tangible benefits.
- 1.39 The current car park charges have had no impact on the on car parking occupancy levels in the Borough's car parks. It is considered that this justified the decision in 2015 to return the parking charges to the 2013 levels, for the summer season with cheaper charges applying during the winter period.
- 1.40 The BID approached the Council requesting a relaxation in the parking charges in December in order to attract additional visitors to the town centre. The Council were receptive to this approach and provided a substantial amount of free car parking throughout the whole of December. This proved to be quite successful in so far as the Council income wasn't greatly affected during the lead up to Christmas and the BID were extremely pleased with the level of footfall they experienced.

1.41 The cost of providing substantial amount of off street car parking is absolutely essential to accommodate the large number of visitors and holiday makers to Weymouth & Portland. The land on which the car parks are located incurs this Council with considerable expenditure, including but not limited to:

- Almost £500,000 in Business Rates is required to be paid annually. It should be noted that a number of the car parks currently generates less income than the level of business rates we have to pay.
- In excess of £200,000 is paid out in respect of rent for car parks located on private land.
- £100,000 was spent on replacement pay & display machines in 2015/16.
- Expenditure of some £60,000 was incurred as a result of maintaining the car parks during 2015/16.
- Staff salaries to manage the service and there are staff required patrol the car parks, together with collecting cash and maintaining the car parks.
- Then there are costs associated with the building from which the service operates together with all the other support services that enable the day to day running of all the systems and wellbeing of the staff.
- Town centre car parks are located on prime redevelopment sites and therefore are of great value should the Council decide to sell them.

1.42 **Parking Charges Review**

1.43 A number of factors have been considered in the review and these include, but not limited to:

- The impact of the current charges in relation to car park occupancy levels.
- Comparison of parking charges of the Council's competitors e.g. privately operated public car parks in Weymouth and Portland and other nearby seaside resorts.
- Income received against the level of expenditure required to provide high quality car parks.
- Investment required to carry out improvements to the car parks.
- The seasonal demand for car parking across the Borough.
- Short stay parking –v– long stay car parking
- Whether the car park income covers the expenditure associated with the car park
- Retail Price Index

1.44 Parking Charge Comparisons

1.45 Weymouth Town Centre

1.46 There is a large amount of privately operated free public car parking within Weymouth however these car parks are associated with the Asda supermarket and the Jubilee Retail Park, both of which allow 2 hours limited waiting with the understanding that the motorist will be visiting the store.

1.47 Weymouth town centre has five chargeable public car parking that is not provided by this Council, for example the Railway station car parks, Britannia Car Parking operates the multi-storey car park off Commercial Road, Parking Eye operates two car parks off Newberry Gardens and Newton's Road and then there is the Bowling Alley car park.

1.48 Dorset County Council operates the on street pay & display public car parking.

1.49 The current charges for Weymouth and Portland Council owned car parks are as follows:

	April to October		November to March	
	Long Stay	Short Stay	Long Stay	Short Stay
30 mins	N/A	£1.00	N/A	70p
1 hour	£1.00	£2.00	50p	£1.50
2 hours	£2.00	£3.00	£1.50	£2.50
3 hours	£3.50	£4.00	£3.00	£3.50
4 hours	£4.50	N/A	£4.00	N/A
5 hours	N/A	N/A	N/A	N/A
6 hours	N/A	N/A	£5.00	N/A
All day	£8.00	N/A	£6.00	N/A

1.50 The table below shows the current car parking charges for the public car parking that is not operated by this Council

	On Street (max stay 4 hours)	Britannia	Parking Eye	*Railway Station	Bowling Alley (max stay 3 hours)
30 mins	80p	N/A	N/A	N/A	N/A
1 hour	£1.50	£1.20	£1.20	N/A	£1.00
2 hours	£3.00	£2.40	£2.40	N/A	£2.00
3 hours	£4.50	£3.50	£3.60	N/A	£3.00
4 hours	£6.00	£4.50	£4.80	N/A	N/A
5 hours	N/A	£6.50	£6.00	N/A	N/A
6 hours	N/A	£8.50		N/A	N/A
All day	N/A		£8.00	£6.50	N/A
Each additional hour	N/A	£3.00	N/A	N/A	N/A

* Weekend rate is £3.00 all day

1.51 Neighbouring Seaside Resorts

1.52 The table below shows the current car parking charges for some neighbouring seaside resorts

	Poole Town	Poole Seafront	*Bournemouth	**Christchurch	Swanage	Bognor Regis
30 mins	N/A	N/A	N/A	N/A	N/A	N/A
1 hour	80p	£1.50	£2.00	N/A	£1.80	80p
2 hours	£1.50	£2.50	£4.00	£2.00	£3.40	£1.60
3 hours	£2.50	£3.50	£6.00	N/A	N/A	£2.40
4 hours	£3.50	£4.50	£8.00	£3.30	£6.40	£3.20
5 hours	£4.50	£5.50	N/A	N/A	N/A	N/A
6 hours	£5.40	£6.50	£12.00	N/A	£7.20	N/A
All day	£8.50	£12.00	£15.00	£6.00	£8.00	£7.00
Each additional hour	N/A	N/A	N/A	N/A	N/A	N/A
Charging hours	8am–10pm	6am–10pm	24 hour charging	24 hour charging	24 hour charging	8am – 6pm

* £2.00 flat charge from 11pm until 8am

** £2.00 flat charge from 7pm until 8am

1.53 The car parking charges across Devon are typically £1.00 per hour, however they charge 24 hours a day.

1.54 The above does indicate that compared with the Weymouth town centre privately operated public car parks the Council car parks are usually the cheapest. The two exceptions are the train station who are trying to attract motorists to use the train and the bowling alley who do not want to dissuade potential customers, but need to charge to maintain a level of available spaces for their customers.

1.55 It is interesting to note the charging hours that are adopted by some of the neighbouring seaside resorts. Devon, Bournemouth & Christchurch and Swanage operate a 24 hour charging regime and Poole charge until 10pm.

1.56 Comparing the hourly charge again Weymouth is relatively cheap, with only Bognor Regis charging slightly less.

1.57 Dorchester parking charges

1.58 Whenever the subject of parking charges is discussed, there is always the question, why is Weymouth so expensive compared with Dorchester?

1.59 It is correct that the two pricing strategies are different and this is due in no small way to the differences the two towns have. Dorchester doesn't have much in the way of attractions that would need motorists to park for long periods / all day. Weymouth, however is based more upon the holiday trade and has attractions, including the beach which does tend to require motorist to park long periods.

- 1.60 Dorchester may have cheaper short term however it is more expensive to park for more than four hours in the majority of Dorchester's car parks than in Weymouth. This is because after four hours each subsequent hour is charged at £4.00 per hour, e.g. £8.00 for 5 hours and £12.00 for 6 hours and so on.
- 1.61 Dorchester's car park occupancy rates remain fairly constant throughout the year whereas in Weymouth there are huge fluctuations between the summer and winter.
- 1.62 Weymouth town centre car parks are generally well used throughout the year, however the occupancy levels of Lodmoor, Swannery and Pavilion during the winter drops by around 80% and these are the towns three biggest car parks, providing some 2,000 parking spaces.
- 1.63 Economies of scale also come into the equation in that West Dorset operates twice the number of chargeable car parks than Weymouth & Portland do.
- 1.64 It should also be noted that the Weymouth on costs are substantially more than West Dorset's. In West Dorset for example there are no related payments of rent for car parks being operated on private land unlike this Council. It is considered there is a need to challenge the charges for Business Rates, because a similar size car park in Dorchester compared with Melcombe Regis is costing almost £25,000 less per annum.

1.65 Proposed Car Parking Charges

- 1.66 Appendix 3 lists the charges that are proposed to be introduced as from the 1 April 2017.
- 1.67 The reintroduction of evening charges is necessary to keep the day time charges lower and to offset the financial burden this Council is facing due to the number of loss making car parks.
- 1.68 It should be noted that due to clauses in the Crown Lease agreements, Chesil Beach and Portland Bill already operate 24 hour charges.
- 1.69 There are some car parks that are costing the Council to operate due to very low occupancy rates and therefore in an effort to attract more custom it is planned to lower some parking charges.

1.70 Weymouth Town Centre Residents on Street Car Parking

- 1.71 Town centre residents are on occasions currently being adversely affected by the act of accommodating special events through temporarily closing roads that result in a loss of on street parking provision.
- 1.72 Because the residents have to pay Dorset County Council for an on street parking permit they feel that they should be provided with alternative car parking, but it would appear that at this time Dorset County Council are reluctant to assist the residents.

1.73 While this Council would lose income by allowing those affected residents to use selected car parks it would be a positive action that will assist the Borough's residents. Discussions will be required however to agree a way forward for the longer term.

Implications

1.74 Corporate Plan

Priority A4 a) Implement town centre strategies to sustain and develop town centres economic viability through to 2017

1.75 Financial

The recommendations contained in this report will result in the generating sufficient income to cover the required expenditure necessary for the investment in the Council's car parks as well as meeting the future projected income budget.

1.76 Equalities

There are no direct equality issues as a result of this report

1.77 Environmental

The suggested investment will improve the environmental conditions of the Council's car parks.

1.78 Economic Development

The suggested investment to improve the facilities of the car parks and should assist the economic development of the town

1.79 Risk Management (including Health & Safety)

The suggested investment will improve the health and safety of all users of the Council's car parks.

1.80 Human Resources

There are no direct implications for Human Resources as a result of this report.

Consultation and Engagement

There has been no consultation with external bodies at this time.

Appendices

- 1.81 Appendix 1 2016 / 17 Action Plan
- 1.82 Appendix 2 2016 / 17 Capital Programme Plan
- 1.83 Appendix 3 Proposed car Park Charges 2017/18
- 1.84 Appendix 4 List of Weymouth & Portland Car Parks

Background Papers None

Footnote

Issues relating to financial, environmental, economic and equalities implications have been considered and any information relevant to the decision is included within the report.

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2016/17 Maintenance Action Plan

Car Park	Task	Estimated Cost
All	Introduction of the new £1 coin	£22,000
	Signage	£6,000
Lodmoor	Refreshing the bays and road markings	£5,000
	Various repairs to the surface	£8,000
	New gate	£2,500
Harbourside	Repairs to the to the surface	£5,000
	Refreshing the bays and road markings	£2,000
Pavilion	Refreshing the bays and road markings	£4,000
	Various repairs to the surface	£6,000
Portland Bill	Refreshing the bays and road markings	£5,000
	Various repairs to the surface	£7,000
Beach	Improve the surfacing	£7,000
Nothe	Refreshing the bays and road markings	£4,500
Melcombe Regis	Refreshing the bays and road markings	£2,500
	Bollards	£2,000
Swannery	Refreshing the bays and road markings	£8,000
	Bollards	£3,500
	TOTAL	

2016/17 Capital Works Programme

Car Park	Task	Estimated Cost
Various	Replacement pay & display machines	£130,000
Chesil Beach	Surface improvement	£70,000

There is a real necessity to renew the aging stock of pay & display machines across the Borough. The benefits that this will bring include

- Provision of management information about the use of the Council's car parks
- More reliable machines so less down time resulting in loss of potential income
- More resilience against criminal acts of breaking into the machines to steal the cash boxes.
- The new machines will be more able to accommodate new ways of operating going forward

Chesil Beach car park is in a really poor state and is in need of major works to improve the overall safety and prevent injury / damage claims being made against this Council.

Proposed Car Park Charges

Short Stay Car Parks: Governors Lane and Harbourside

Hours	30 mins	1 hour	1 ½ hours	2 hours	2 ½ hours	3 hours max stay
Current Summer Charge	£1.00	£2.00	£2.50	£3.00	£3.50	£4.00
Current Winter Charge	70p	£1.50	£2.00	£2.50	£3.00	£3.50
Proposed Summer Charge	£1.00	£2.10	£2.70	£3.20	£3.70	£4.20
Proposed Winter Charge	70p	£1.60	£2.10	£2.60	£3.10	£3.60

Governors and Harbourside are the towns two short stay car parks with a maximum stay period of 3 hours and the prices are intended to encourage a higher turnover in order to benefit the town's retailers.

Town Centre Car Parks: Cosens Quay, Council Offices, Melcombe Regis, Park Street and Royal Yard

Hours	30 mins	1 hour	2 hours	3 hours	4 hours	5 hours	Per hour thereafter
Current Summer Charge	70p	£1.50	£2.50	£4.00	£5.00	£6.00	£2.00
Current Winter Charge	50p	£1.00	£2.00	£3.00	£4.00	£5.00	£1.00
Proposed Summer Charge	70p	£1.70	£2.70	£4.20	£5.20	£6.30	£2.00
Proposed Winter Charge	50p	£1.10	£2.10	£3.10	£4.10	£5.10	£1.00

Weymouth has a number of car parks that are close to the town centre and while the charges are slightly cheaper there are no ½ hour tariff rates. It should be noted that the Council offices car park is to be closed as a public car park in the very near future.

Long Stay Car Parks: Beach, Lodmoor, Magistrates Court, Nothe, Overcombe, Pavilion and Swannery

Hours	1 hour	2 hours	3 hours	4 hours	6 hours	All Day
Current Summer Charge	£1.00	£2.00	£3.50	£4.50	£6.00	£8.00
Current Winter Charge	50p	£1.50	£3.00	£4.00	£5.00	£5.00

The long stay car park grouping, as above, no longer appears to be appropriate and therefore it is being proposed to separate these car parks.

The Pavilion and Swannery should have a higher premium than the other long stay car parks due to their proximity to the beach and the town centre.

Pavilion, Swannery

Hours	1 hour	2 hours	3 hours	4 hours	6 hours	All Day
Current Summer Charge	£1.00	£2.00	£3.50	£4.50	£6.00	£8.00
Current Winter Charge	50p	£1.50	£3.00	£4.00	£5.00	£5.00
Proposed Summer Charge	£1.20	£2.20	£3.70	£4.80	£6.40	£8.00
Proposed Winter Charge	50p	£1.60	£3.10	£4.10	£5.20	£5.20

Lodmoor and the Nothe car parks are on the extremities of the town and therefore should have a lower tariff than the Pavilion and Swannery. While this is a long stay car park data suggests that 48% of the tickets purchased during a weekday are for a period of up to 3 hrs and only 9% purchase an all day ticket.

Lodmoor, Nothe, Magistrates Court (weekend only)

Hours	1 hour	2 hours	3 hours	4 hours	6 hours	All Day
Current Summer Charge	£1.00	£2.00	£3.50	£4.50	£6.00	£8.00
Current Winter Charge	50p	£1.50	£3.00	£4.00	£5.00	£5.00
Proposed Summer Charge	£1.10	£2.10	£3.60	£4.60	£6.20	£7.00
Proposed Winter Charge	50p	£1.50	£3.00	£4.00	£5.00	£5.00

There is a serious need to increase income because the income generated wasn't sufficient to cover the business rates associated with Overcombe car park. This car park is remote from most attractions and the beach and doesn't generate a lot of income and therefore it is proposed to reduce the charges in an attempt to attract greater number of visitors.

Overcombe

Hours	1 hour	2 hours	3 hours	4 hours	6 hours	All Day
Current Summer Charge	£1.00	£2.00	£3.50	£4.50	£6.00	£8.00
Current Winter Charge	50p	£1.50	£3.00	£4.00	£5.00	£5.00
Proposed Summer Charge	80p	£1.50	£2.70	£4.00	£5.00	£6.00
Proposed Winter Charge	50p	£1.00	£2.00	£3.00	£4.00	£4.00

As with Overcombe car park, these three Portland car parks do not generate sufficient income to cover the business rates and rents. It is proposed therefore to drop the current summer charge and to keep the current winter charge for the whole year in an attempt to attract more custom.

Portland Band 1 Car Parks: Castletown, Grangecroft and Masonic

Hours	1 hour	2 hours	3 hours	4 hours	6 hours	All Day
Proposed Summer Charge	£1.00	£2.00	£3.00	£3.50	£4.50	£6.50
Proposed Winter Charge	50p	£1.50	£2.50	£3.00	£4.00	£5.00
Proposed Charge	50p	£1.50	£2.50	£3.00	£4.00	£5.00

Portland Bill and Chesil Beach car parks are located at popular tourist attractions and do experience substantial drop in occupancy during the winter period.

Portland band 2 Car Parks: Chesil Beach and Portland Bill

Hours	1 hour	2 hours	3 hours	4 hours	6 hours	24 hours
Current Summer Charge	£1.00	£2.00	£3.50	£4.50	£6.00	£8.00
Current Winter Charge	50p	£1.50	£3.00	£4.00	£5.00	£6.00
Proposed Summer Charge	£1.30	£2.30	£3.80	£5.00	£6.50	£8.00
Proposed Winter Charge	£50p	£1.60	£3.20	£4.20	£5.20	£6.00

The following car parks currently have no parking charge, however due to the level of Business Rates that is payable, there is little option other than to introduce charges.

Portland – Church Ope, Easton, Fortuneswell, Hambro, Lord Clyde, New Ground

Hours	1 hour	2 hours	3 hours	4 hours	6 hours	All Day
Proposed Charge	50p	£1.50	£2.50	£3.00	£4.00	£5.00

Weymouth – Radipole Park Drive (southern), Radipole Park Drive (northern), Southill, Swimming Pool

Hours	1 hour	2 hours	3 hours	4 hours	6 hours	All Day
Proposed Charge	50p	£1.50	£2.50	£3.00	£4.00	£5.00

Evening Charges

Evening charges will operate a flat rate between the hours of 6pm to 8am the following morning.

£1.00

Beach, Overcombe, Nothe, Castletown, Grangecroft, Masonic, Church Ope, Easton, Fortuneswell, Hambro, Lord Clyde, New Ground, Radipole Park Drive (southern), Radipole Park Drive (northern), Southill, Swimming Pool

£1.50

Melcombe Regis, Royal Yard, Council Offices

£2.00

Swannery, Pavilion, Harbourside, Governors Lane, Park Street,

£1.00

Lodmoor car park is closed between 12 midnight and 6am

Magistrates Court is open to the public at weekends only, i.e. Saturday and Sundays evenings only

Chesil Beach and Portland Bill car parks already operate a 24 hour charge.

Coaches and Commercial Vehicles

Hours	Coaches		HGVs	
	2 hours	24	2 hours	24
Current Charge	£3.00	£12.00	£3.50	£15.00
Proposed Charge	£3.50	£13.00	£4.00	£16.00

Coaches are able to use Lodmoor, Chesil, Masonic and Portland Bill car parks and the pay & display ticket allows movement between these car parks.

HGVs are allowed to park in Lodmoor and Masonic car parks

Season Tickets

Season tickets provide regular users of the Council car parks with substantial financial discounts. The proposed £340 season ticket B currently allows parking in nine different car parks and if used for 5 days a week over 48 weeks a year the daily parking charge equates to £1.41 and this equates to a discount of 82.5%.

Season Ticket A		
Current Charge	£546	Beach, Chesil, Lodmoor, Masonic, Nothe, Overcombe, Portland Bill, Swannery and Pavilion
Proposed Charge	£570	Magistrates Court on Saturday, Sunday and Bank Holidays North Quay Council Offices until further Notice
Season Ticket B		
Current Charge	£325	Beach, Chesil, Lodmoor, Masonic, Nothe, Overcombe and Portland Bill
Proposed Charge	£340	Magistrates Court on Saturday, Sunday and Bank Holidays North Quay Council Offices until further Notice

APPENDIX 4**Weymouth & Portland Car Parks**

Car Park	Type	Bays	Comments
Beach Car Park	Chargeable	281	
Castletown	Chargeable	45	Rent payable
Chesil Beach	Chargeable	616	Rent payable
Church Ope	Free	22	
Coneygar	Free	4	4 Disabled Bays only
Cosens Quay	Chargeable	40	Permits only between midnight and 9am
Council Offices	Chargeable	134	Soon to close
Easton	Free	26	
Fortuneswell	Free	24	
Governors Lane	Chargeable	40	Maximum stay 3 hours
Grangecroft	Chargeable	17	
Hambro	Free	59	
Harbourside	Chargeable	86	Rent Payable
Hope Square	Permits only	27	Zone L on street residents permits only
Lodmoor	Chargeable	685	Closed between midnight and 6am
Lord Clyde	Free	27	
Magistrates Court	Chargeable	77	Weekends only
Masonic	Chargeable	136	
Melcombe Regis	Chargeable	261	
Westham Bridge	Chargeable	30	
New Ground	Free	121	
Nothe	Chargeable	184	
Overcombe	Chargeable	180	
Park Street	Chargeable	152	
Pavilion	Chargeable	389	
Pavilion Forecourt	Chargeable	15	
Portland Bill	Chargeable	347	
Radipole park Drive (Southern)	Free	21	
Radipole park Drive (Northern)	Free	12	
Royal Yard	Chargeable	31	
Southill	Free	85	
Swannery	Chargeable	894	
Swimming Pool	Free	90	May be included in new operational lease related to the swimming pool centre