
Subject:	CAR PARK RESURFACING WORKS
Meeting and Date:	Cabinet – 4 September 2017
Report of:	Roger Walton, Director of Environment and Corporate Assets
Portfolio Holder:	Councillor Trevor Bartlett, Portfolio Holder for Property Management and Public Protection
Decision Type:	Non-Key Decision
Classification:	Unrestricted

Purpose of the report: To seek Cabinet approval to draw down funds allocated within the Medium Term Financial Plan for works to various car parks.

Recommendation: That Cabinet approves the following actions:

1. To note the works proposed to various car parks as set out in the report.
2. To approve the allocation of £240,000 included within the approved Medium Term Financial Plan to enable the proposed works to car parks to proceed.

1. Summary

1.1 This report seeks agreement to the drawdown of £240k allocated within the approved Medium Term Financial Plan to enable works proposed to several car parks within the District to proceed and provides details of the works proposed.

2. Introduction and Background

2.1 Following on from car park audits, which are carried out on an annual basis, it has been recognised that some of the car parks within the District are now starting to deteriorate to the point that surface patch repairs are no longer sufficient, and full resurfacing of some car parks would be more cost effective.

- Union Road Car park, Deal

Recycling banks, sunk into the ground previously operated within Union Road Car Park but were closed some years ago. The permanent removal of these structures will potentially free up extra space for car parking. This would be very beneficial for this particular car park as it provides residential permit parking, and becomes very busy on market days.

- Middle Street Car park, Deal

Middle Street car park was last fully resurfaced in 1994 and given that the tarmac (bitumen macadam) has a life expectancy of 15 to 20 years depending on traffic use, the surface has been extended well beyond its design life. In recent years many patch repairs have been carried out. On several occasions but more extensive work is now needed.

Middle Street car park is the busiest car park in the district that is managed by Parking Services and supports a high proportion of parking for the public visiting the town centre by car. Furthermore the car park also supports the town shops that back onto the car park for daily deliveries.

Due to the busy nature of this car park and importance of providing valuable parking to the town centre, it is proposed that subject to approval the car park will still operate during these works. Under traffic management works and communications with Parking Services and surrounding businesses one half of the car park will remain open at all times during the proposed works to try and reduce any disruption.

- 2.2 Both of these car parks are part of the Park Mark initiative, whereby it's recognised that a high level of service should be achieved for safe parking before being awarded. Consequently these works will help deliver this continued level of service and maintain the accreditation for Park Mark.
- 2.3 The area around the RNLI Life Boat House, Walmer has also been highlighted in the Councils MTFP for the surrounding land and parking area to be resurfaced. The surface that surrounds the building is concrete and has started to break and expose wide cracks that could develop into a trip hazard. This area is open to pedestrians and so it is necessary for the surface to be repaired.
- 2.4 As Middle St and Union Rd car parks are in close proximity to each other, the works will be managed simultaneously under one contract. The intention is to tender the contract in the coming autumn with a view to works commencing shortly after.
- 2.5 The remaining allocation included in the Medium Term Financial Plan would look to address any other urgent resurfacing works identified as part of the latest car park audits.

3. Identification of Options

- 3.1 Option 1 – Consider leaving the car parks in their current condition, making a cost saving in the projects highlighted in the Councils MTFP.

As a result Union Road car park would remain relatively unaffected; however Middle Street car park and the RNLI Life Boat House surface would continue to deteriorate making future surface repairs difficult and leaving the Council open to insurance claims. Taking this into consideration this option is not recommended.

- 3.2 Option 2 – Look to explore other car park project alternatives.

These works have been identified following on from car park audits and Middle Street with the proposed works identified as priority cases for action. Taking this into consideration this option is not recommended.

- 3.3 Option 3 – Proceed with the proposed repairs

This is the preferred option as this will enable the much needed works to proceed and ensure that the car parks are maintained in a reasonable condition.

4. Resource Implications

- 4.1 The current Medium Term Financial Plan includes a total allocation of £240k for resurfacing of car parks, works to Union Rd car park, and resurfacing works at the RNLI Life Boat House, Walmer; funded from the Special Revenue Reserve.
- 4.2 The allocation of these funds will enable the works at Middle Street, Union Road, and RNLI Life Boat House car parks, to proceed with any remaining balance being used to fund other car park repairs which are identified in the latest car park audit.

5. Corporate Implications

- 5.1 Comment from the Section 151 Officer: Accountancy has been consulted and has no further comment to add. (KW).

- 5.2 Comment from the Solicitor to the Council: The Solicitor to the Council has been consulted in the preparation of this report and has no further comments to make.
- 5.3 Comment from the Equalities Officer: 'The report does not specifically highlight any equality implications, however in discharging their responsibilities members are required to comply with the public sector duty as set out in section 149 of the Equality Act 2010 <http://www.legislation.gov.uk/ukpga/2010/15>'
6. **Background Papers**

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