

Discussion Paper 2 Category 2 car parks

1. The TAFF has already considered and debated opportunities around charges in our category 1 car parks. In my earlier report I then made reference to car parks that we maintain that are either (a) available for use without charge or (b) are not earning sufficient revenue to meet their own operating costs. I have (arbitrarily for the purposes of this TAFF) categorised these car parks as our category 2 car parks. This definition does however come with caveats and in our debate we should be aware that some of our operating costs (typically management, costs, staffing costs, supplier charges for supporting our ticket machine network, cash collections, card payment charges and other organisational on-costs and recharges) simply cannot be directly attributed to individual car parks.
2. Each of our car parking assets incurs a range of direct and other costs associated with ownership, maintenance and management including business rates, electricity charges, boundary and surface maintenance, tree and landscaping maintenance and insurance liability. The way I have presented costs has been to apportion these according to the number of spaces within each car park and whereas this does have some clear rationale, there are some “losers” – typically relatively large car parks like for example the Cliff Top car park at Beer Head is a field with a notional 300 spaces so it does carry what is probably a disproportionate share of these costs relative to the revenue it earns. Similar issues arise with Maer Road car park in Exmouth.
3. It is suggested that we should now consider the potential for each of the following assets to generate revenue and in some cases to fund overdue repairs along with consideration of the community value of each car park and where factors “other” than net cost are recognised as important for communities to go on to consider alternative models for management and even ownership of these car parking assets going forward. Our community asset transfer policy will clearly be a relevant consideration here.
4. The following “category 2” list in table 1 sets out the position for each of the car parks that appear to sit in this category and each one of them now merits further scrutiny including consideration of an asset transfer in appropriate cases.

Table 1 – car parks in category 2

	Gross income	Operating costs	Net cost in 2019/20
Town Hall Seaton	£2,481.80	£3,720	-£1,238
Jarvis Close car park Littleham	£0.00	£1,250	-£1,250
Estuary Lorry Park Exmouth	£2,520.20	£3,830	-£1,310
Dolphin Street Colyton	£9,881.95	£11,255	-£1,373
Brook Street Ottery St Mary	£4,988.60	£6,812	-£1,823
Blackmore Gardens car park Sidmouth	£126.00	£2,083	-£1,957
Underhill Lympstone	£12,356.35	£14,432	-£2,075
Seaton Jurassic Coach Park, Seaton	£222.00	£2,366	-£2,144
Manor Farm Estate car park Sidbury	£0.00	£2,495	-£2,495
The Green car park Broadclyst	£0.00	£4,271	-£4,271
School Lane car park Newton Poppleford	£0.00	£4,385	-£4,385
Brook Road car park Budleigh Salterton	£0.00	£5,930	-£5,930

Upper Station car park Budleigh Salterton	£500.00	£11,354	-£10,854
Maer Road L/S, Exmouth	£22,571.60	£34,866	-£12,294
Cliff Top L/S, Beer	£15,422.81	£44,874	-£29,451