



EAST STAFFORDSHIRE BOROUGH COUNCIL

REPORT COVER SHEET

Title of Report:	Cashless Parking consultation	To be marked with an 'X' by Democratic Services after report has been presented
Meeting of:	Corporate Management Team: June 19 th 2024	X
	Pre Cabinet: June 27 th 2024	X
	Leader's / Leader of the Opposition's Advisory Group: July 10 th 2024	X
	Cabinet July 22 nd 2024 / Council n/a	
	Audit Committee / Scrutiny Regeneration, Development and Market Hall Committee / Scrutiny Health and Well Being Committee / Scrutiny Climate Change and Environment Committee / Scrutiny Value for Money Council Committee : n/a	



<p>Is this an Executive Decision:</p>	<p>YES</p>	<p>Is this a Key Decision:</p>	<p>YES</p>
<p>Is this in the Forward Plan:</p>	<p>YES</p>	<p>Does this report contain Confidential or Exempt Information:</p> <p>If the report Contains Confidential Information, please provide reason.</p> <p>If the report contains Exempt Information, please state relevant paragraph from Schedule 12A LGA 1972:</p>	<p>YES</p> <p>Supplier commercial information</p> <p>Paragraph 3 – Information relating to the financial or business affairs of any particular person (including the authority holding that information) This information has been redacted.</p>

Essential Signatories:

ALL REPORTS MUST BE IN THE NAME OF A HEAD OF SERVICE



Monitoring Officer: **John Teasdale**

Date Signature

Chief Finance Officer: **Lloyd Haynes**

Date Signature

EAST STAFFORDSHIRE BOROUGH COUNCIL

Report to Cabinet

Date: July 22nd 2024

REPORT TITLE: Cashless Car Parking consultation

PORTFOLIO: Cllr Dennis Fletcher

CHIEF OFFICER: Mark Rizk

CONTACT OFFICER: Michael Hovers Ext. No. x1776

WARD(S) AFFECTED: All

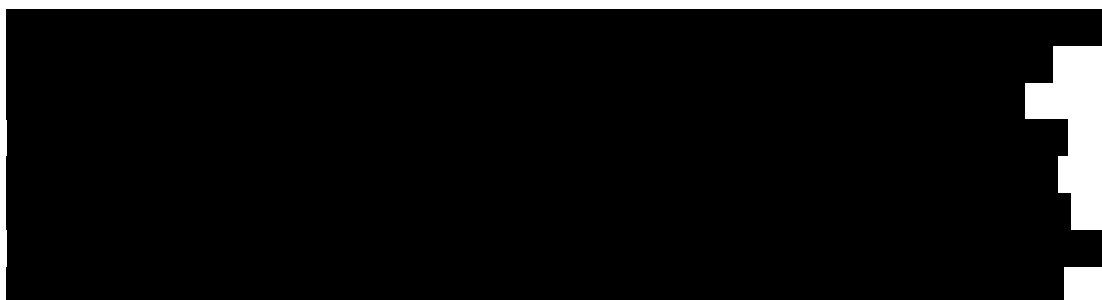
1. Purpose of the Report

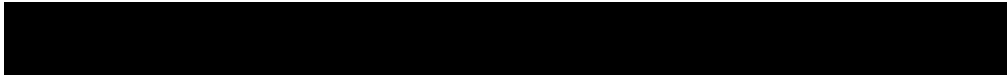
1.1. To present the results of a car parking consultation into customer payment methods and to recommend future options for service provision.

2. Executive Summary

2.1 Survey results have indicated that cash still remains a prominent form of payment on ESBC car parks. However, this is not a consistent picture with wide variations experienced both via location and in age groups. For example, the two leisure centre car parks (Meadowside and Uttoxeter Leisure Centres) have over 50% of users now using app-based payments. Consequently, based on this combination of qualitative and quantitative data, six options for future payment choices are presented.

2.2

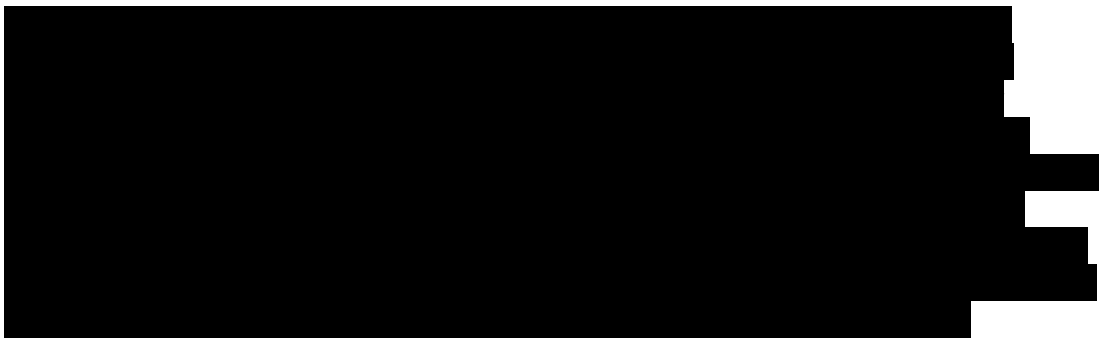




3. Background

3.1 The Parking Review conducted in 23/24 (Cabinet report 18th December 2023) highlighted a user shift from traditional cash payments to the use of the Council’s app-based payment platform Pay by Phone. As a result, that review advocated for a period of consultation with East Staffordshire Car Park users to understand their appetite for ESBC to become entirely cash free. Subsequently, this report presents those findings and proposes a number of options based on user feedback.

3.2 Whereas, the parking report of 23/24 gave an overview of the conversion rates to app-based payments, this more focused study provides data on individual car parks and also incorporates a demographic study of car parks users at Fleet Street. This latter point has been included to test a hypothesis put forward in the original review- that Fleet Street car park is used by a younger group of drivers.

3.3 

3.4 The table shown below (Figure 1) shows the current provision of payment machines and the payment method.

Figure1: Payment methods at ESBC car parks with machine installation dates.

	Number of machines	Year/s of machine install	Cash	Card (Since 2018)	App (Since 2020)
Bond Street	2	2010 & 2013	✓	✗	✓
Burton Library	2	2013 & 2017	✓	✗	✓
Burton Place	5	2018	✓	✓	✓
Coopers Square	7	2018	✓	✓	✓
Fleet Street	2	2007	✓	✗	✓
Market Place	1	2014	✓	✗	✓
Meadowside LC	2	2010 & 2022	✓	✗	✓
Uttoxeter LC	2	2007 & 2015	✓	✗	✓
The Maltings	4	2014	✓	✓	✓
Trinity Road	3	2003	✓	✗	✓

4. Contribution to Corporate Priorities

- 4.1 Consider findings of a consultation on potential non-cash parking payment options (ILD 02).

5. Cashless car parking

- 5.0 The following report is divided into three distinct sections. Firstly, the methods used to engage with users and the types of quantitative data are presented. Following this, the report moves onto the various findings and then concludes with a series of potential options.

5.1 Consultation methodology

- 5.1.1 Two forms of engagement were utilised to ensure that the consultation reached a variety of users. Online engagement took the form of a questionnaire (see Appendix A) which was open from March 1st 2024 to April 26th 2024 for a period of eight weeks, 1387 responses were received. Recognising that some users may not be IT literate or may favour a face to face interaction, the Community & Civil Enforcement Team ran a series of face to face engagement events to capture feedback across a variety of days and times. A paper version of the online form was used for consistency and gathered 251 responses.
- 5.1.2 Quantitative information in the form of ticket and app-sales has also been included within the findings section. These figures show the conversion rate of ticket sales to app-based payments. Tickets sales are then split between cash and card, although it should be noted that only three car parks have the option of cash, card and app (Coopers Square, Burton Place and the Maltings).

5.2 Findings: Cashless parking

- 5.2.1 The results set out below (figure 2 and 3) illustrate the combined (1387 responses) figures. A full set of results are provided in Appendix B. However, it should be noted that some questions have been answered multiple times i.e. more than one response to a single question, and some have not been answered by users at all, i.e. equality questions.

Figure 2: Payment methods used (%)

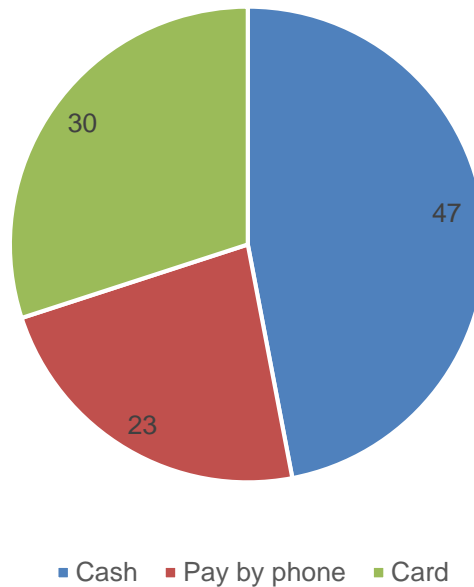
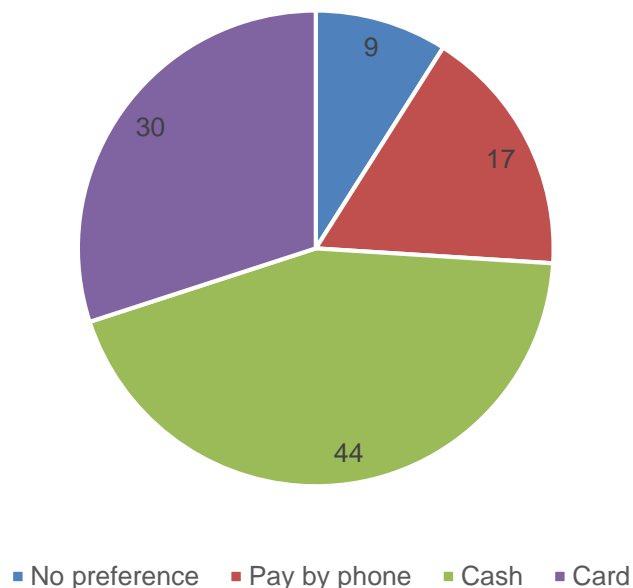


Figure 3: Preferred payment method (%)

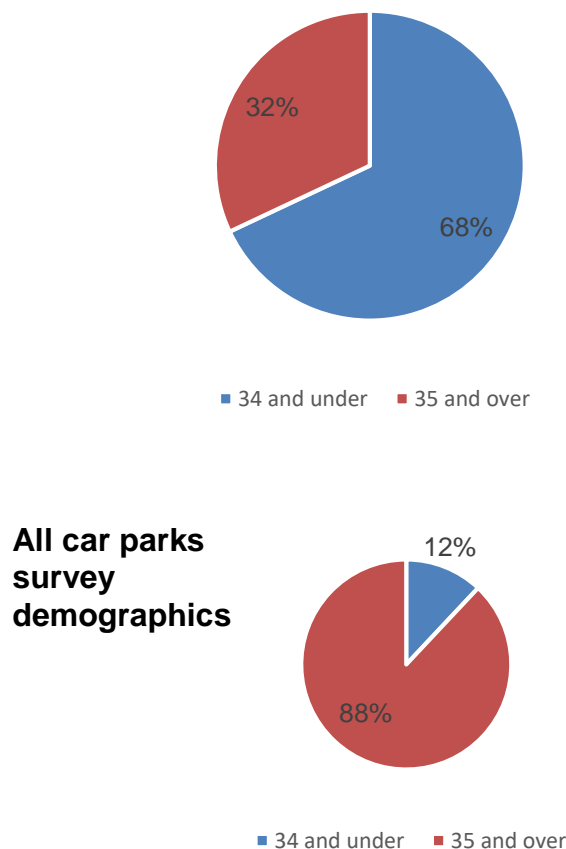


5.2.2 When users were asked about a preferred payment method under half, 47% favoured cash. Conversely, 53% either favoured the use of card or app payments. The pie chart in Figure 3 (above) presents this split. Consequently, given the background context and the patterns outlined above, there is an opportunity to consider a variety of options. A full graphical illustration of user responses to all questions can be found in the appendices.

5.2.3 An anomaly in this study is the Burton & South Derbyshire College (BSDC) owned- Bond Street car park, which has seen just 459 transactions in the past four years. Income received, is split 60/40 in favour of BSDC. During the week the car park is a permit only and provides parking spaces for BSDC staff, at the weekend it reverts to ESBC control. Sales figures per calendar year hovered around the 120-130 mark until 2022 when a sudden sharp drop occurred. Causes of this significant reduction are considered to be the opening of the new Lidl store (opened February 17th 2022) which offers two hours free parking to customers. [REDACTED]

5.2.4 In the parking review of 23/24 it was hypothesised that Fleet Street attracted a younger driver due its proximity to BSDC. To test this theory the Community & Civil Enforcement carried out a demographic survey of users. Although a small sample size this theory is largely borne out. Figure 4 shows these results and compares them to the demographic results for all car parks.

Figure 4: Fleet Street car users by age group (sample size- 44)



5.2.5 Actual sales for car parks are illustrated in Figure 5 and show the number of transactions for each respective payment method. Annually the Council process nearly 750,000 parking transactions.

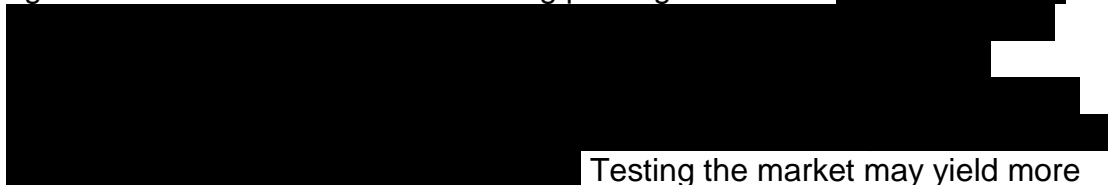
Figure 5: Actual Payment methods used by % 2020-2024



5.2.6 As can be seen, this data reveals some clear trends. For example, use of the app is relatively low in Uttoxeter (with the exception of the Leisure Centre). Conversely, app take up is high at Fleet Street and the Leisure Centres. The latter would appear to be ‘encouraged’ by Everyone Active nudging their customers towards using the app. Equally, there are likely to be a high number of repeat users and having the app maybe easier than finding change each time.

5.3 Options

5.3.0 Set out below are five potential options for addressing how the Council will provide car park payments moving forward. Figure 1 has demonstrated the age and obsolete nature of the existing parking machines.



Testing the market may yield more competitive quotes. For each of the options a full financial analysis can be found in Section 6.

Option 1

- Do nothing

5.3.1 This option seeks to do nothing and continue the use of the current machines for another twelve months. Whereas, this may be the most attractive financially, there are uncertainties around the switching off of the ASLAN back-office system that will severely compromise operations should it cease to function. Although the provision of app-based payments does give the Council a fall- back position.

5.3.2 Forecast impact on MTFS: £15,111

Option 2

- Replace all 30 machines with new cash and card
- Continue with app-based payments

5.3.3 A variation on option 1 is a simple replacement of all machines with cash and card options. However, this option ignores the paucity of sales on Bond Street car park.

Figure 6: Option 2 Payment Outcomes

	Number of machines	Cash	Card	App (
Bond Street	2	✓	✓	✓
Burton Library	2	✓	✓	✓
Burton Place	5	✓	✓	✓
Coopers Square	7	✓	✓	✓
Fleet Street	2	✓	✓	✓
Market Place	1	✓	✓	✓
Meadowside LC	2	✓	✓	✓
Uttoxeter LC	2	✓	✓	✓
The Maltings	4	✓	✓	✓
Trinity Road	3	✓	✓	✓

5.3.4 Forecast impact on MTFS: £66,647

Option 3

- App-based payment only

5.3.5 The rise in app sales had been the catalyst for the consultation on cashless car parks. However, from the study information it is clear that there is still need/demand for alternative payments such as cash or card. No capital costs are incurred with this option.

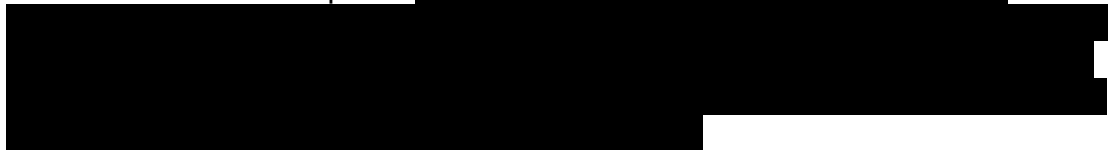


Figure 7: Option 3 Payment outcomes

	Number of machines	Cash	Card	App
Bond Street	2	x	x	✓
Burton Library	2	x	x	✓
Burton Place	5	x	x	✓
Coopers Square	7	x	x	✓
Fleet Street	2	x	x	✓
Market Place	1	x	x	✓
Meadowside LC	2	x	x	✓
Uttoxeter LC	2	x	x	✓
The Maltings	4	x	x	✓
Trinity Road	3	x	x	✓

5.3.6 Forecast impact on MTFs: £50,920

Option 4

- Replace all machines (28 machines) with cash and card.
- Due to low sales figures, leave the existing machines in situ at Bond Street car park and review [REDACTED]

5.3.7 A simple alternative is to retain the machines at Bond Street and replace all existing machines on all car parks with a new card and cash version [REDACTED]

[REDACTED] This option has the advantage of providing a universal cash, card and app payment offer. From a customer perspective, it also the most responsive to the needs identified in the consultation process. Furthermore, these new machines are compatible with ANPR and the cash function can be blocked out in the future, with a simple modification, if required.

Figure 8: Option 4 Payment outcomes

	Number of machines	Cash	Card	App
Bond Street	2	✓	x	✓
Burton Library	2	✓	✓	✓
Burton Place	5	✓	✓	✓
Coopers Square	7	✓	✓	✓
Fleet Street	2	✓	✓	✓
Market Place	1	✓	✓	✓
Meadowside LC	2	✓	✓	✓
Uttoxeter LC	2	✓	✓	✓
The Maltings	4	✓	✓	✓
Trinity Road	3	✓	✓	✓

5.3.8 Forecast impact on MTFS: £59,786

Option 5

- Replace machines on Coopers Square (7), Burton Place (5) and Maltings (4) with cash and card machines. Continue with app-based payments for all three.
- All other machines switch to card and app (12).
- Due to low sales figures, leave the existing machines in situ at Bond Street car park and review again [REDACTED]

5.3.9 Survey results have shown that cash and card still remain viable options for the public. This option seeks to introduce a varied payment offer by retaining cash, card and app on the “big three” (Burton Place, Coopers Square and the Maltings) and convert the remaining to card and app only options.

Figure 9: Option 5 Payment outcomes

	Number of machines	Cash	Card	App <small>(Since 2020)</small>
Bond Street	2	✓	✗	✓
Burton Library	2	✗	✓	✓
Burton Place	5	✓	✓	✓
Coopers Square	7	✓	✓	✓
Fleet Street	2	✗	✓	✓
Market Place	1	✗	✓	✓
Meadowside LC	2	✗	✓	✓
Uttoxeter LC	2	✗	✓	✓
The Maltings	4	✓	✓	✓
Trinity Road	3	✗	✓	✓

5.3.10 Forecast impact on MTFS: £52,132

Option 6

- Replace machines on Coopers Square (7), Burton Place (5) and Maltings (4) with cash and card machines.
- Fleet Street (2) and both leisure centres (4) to switch to app-based payment only. All remaining car parks card and app only (6).
- Due to low sales figures, leave the existing machines in situ at Bond Street car park and review again [REDACTED]

5.3.11 This final option takes the combined results of the quantitative information and user surveys and aims to reflect current payment method patterns. Consequently, car parks where app take up is at the highest (Meadowside LC, Uttoxeter LC, and Fleet Street) would have app-based payments only. Coopers Square, Burton Place and the Maltings would mirror the arrangements put forward in Option 3. All remaining car parks would be card and app only.

Figure 10: Option 6 Payment outcomes

	Number of machines	Cash	Card	App (Since 2020)
Bond Street	2	✓	✗	✓
Burton Library	2	✗	✓	✓
Burton Place	5	✓	✓	✓
Coopers Square	7	✓	✓	✓
Fleet Street	2	✗	✗	✓
Market Place	1	✗	✓	✓
Meadowside LC	2	✗	✗	✓
Uttoxeter LC	2	✗	✗	✓
The Maltings	4	✓	✓	✓
Trinity Road	3	✗	✓	✓

5.3.12 Forecast impact on MTFS £43,017.

5.3.13 A combined overview of the payment option outcomes can be found in Appendix C. Where the introduction of new machines is presented in the options section, it is assumed that the same number of machine will be purchased to replace older models. However, further savings can be realised by reducing the number of machines on each car park. The potential introduction of ANPR and proposals around the regeneration of Burton and Uttoxeter town centres LC may require a further review of machine numbers.

5.4 Summary and recommendations

5.4.1 From the above consultation results and analysis of ticket sales it can be seen that cash still remains a welcome and viable choice for many car park users. Therefore, it is proposed that **option 4** is taken forward as this represents the most customer friendly option and provides the Council with greater flexibility in terms of future payment choice.

6. Financial Considerations

6.1 This section has been approved by the following member of the Financial Management Unit: James Hopwood and Paul Billings

6.2 Report options have been analysed via a model which estimates costs using 2024/25 prices and then compares these against the 2024/25 budget. A hypothetical assumption has been made which assumes the options will be in place in 2024/25 for the full financial year, even though this is not possible in practice. Using this model enables the most up to date information to be used and enables comparisons to be made.

- 6.3 In summary, the different options involve having differing numbers of cash and card machines or card machines at different car parks. The app based payment option, using the customer's smartphones, is available for all car parks.
- 6.4 The results of the modelling is summarised in the table below and the explanation of each option, also below.

Table A: Revenue Analysis of Options

Options (See Descriptions below)	Revenue Cost £	Revenue Cost due to capital	Total Revenue Cost	Current Budget £	Impact on MTFS (+) £
Option 1	125,099	0	125,099	109,988	15,111
Option 2	150,805	25,830	176,635	109,988	66,647
Option 3	160,908	0	160,908	109,988	50,920
Option 4	145,464	24,310	169,774	109,988	59,786
Option 5	140,210	21,910	162,120	109,988	52,132
Option 6	134,785	18,220	153,005	109,988	43,017

Option Descriptions

- *Option 1 Do Nothing* - Use current machines for another year (30 machines).
- *Option 2 Do Nothing* - All current Machines replaced (Total 30 Machines - cash and card).
- *Option 3* - App-based payment only (No Machines).
- *Option 4* - Replace 28 machines with cash and card.
- *Option 5* - Replace machines on Coopers Square, Burton Place and Maltings with cash and card machines. All other machines switch to card machine. (Total 16 Machines - cash and card, 12 Machines card only).
- *Option 6* - Replace machines on Coopers Square, Burton Place and Maltings with cash and card machines. Fleet Street and both leisure centres to switch to have no machines. All remaining car parks have card machines. (Total 16 Machines - cash and card, 6 Machines card only).

- 6.5 As can be seen in the table above, Option 1(the Do nothing Option, where no new machines are purchased) will result in a £15,100 forecast adverse variance compared against the budget. A forecast adverse variance, without any policy change, has arisen because transaction costs from app-based payments, were increased via a new contract. This contract increase occurred following the approval of the 2024/25 MTFS. The adverse variance will be reported in the quarter 1 2024/25 budget monitoring variance.

- 6.6 A modified version of Option 1, which is that all the current machines are replaced, is Option 2. In this case, due to the impact on revenue of funding the additional capital spend, the adverse variance against the budget increases to £66,600. The increase is due to additional revenue costs, in order to repay borrowing costs from purchasing and installing new machines.
- 6.7 Option 3, which is to only have app based payments, has an annual revenue costs of £50,900. This annual cost compares to £59,800 for Option 4, which will enable cash and credit card machines in all car parks, alongside the app based payment option, with the exception of Bond Street car park. From a finance risk perspective, having only one payment channel (Option 2), increases the risk of an increase in supplier prices.
- 6.8 Option 5 and 6 enable a mixture of card and cash machines and card machines at selected car parks. The differences in the annual revenue cost is due to differing amounts of revenue costs due to capital expenditure versus different transaction fee costs
- 6.9 Where the options require new cash machines to be purchased and installed, this will require an increase to the proposed Capital Programme in the MTFS. For completeness the costs included in Table A above show the revenue impact of those Capital costs if the expenditure is funded from borrowing. The table below summarises the changes to the Capital Programme that would be required for each option.

Table B: Changes to the Capital Programme

Options (See descriptions above)	Capital Cost (Machine purchase + installation) £
Option 1	0
Option 2	129,150
Option 3	0
Option 4	121,550
Option 5	109,550
Option 6	91,100

- 6.10 Whilst the revenue implications of the above capital costs have been included for completeness, if Cabinet are supportive of the recommended option there are currently sufficient unapplied Capital receipts to fund that capital expenditure in full, and that would therefore be the recommended funding route for the borrowing to reduce the ongoing revenue impact (noting that there would be a reduction in cash available for investment, however the estimated impact in terms of reduced investment returns are not expected to be material at circa £5-£6k per year).

6.11 As noted above, a model has used, based on the 2024/25 financial year and 2024/25 prices for comparison purposes. Revenue assumptions used are listed below:

- Estimates are based on 2024/25 prices (where available) and relate to a hypothetical full year commencing 1 April 2024.
- Ticket activity is based on the average of two full financial years (2022/23 and 2023/24).

[REDACTED]

- "World Pay Ltd" charge a merchant fee for each "Pay by Phone" transaction. A three month sample (October 23 to December 23) was used to calculate an average cost per transaction. It was assumed there would be no increases in the charges.
- Pay 360 Ltd charge a merchant fee for each card transaction made using a car park machine. A full year of Pay 360 charges in 2023/24 was divided by the number of card transactions to arrive at an average cost per transaction.
- The cash collection service is provided by 'G4 S Ltd'. The annual contract sum assumes collection from 30 machines so each option had a pro rata figure applied based on the number machines required in each option.
- Repairs and maintenance of ticket machines is currently undertaken by the Metric Group Ltd. For Option 1, a ten year period was analysed to arrive at an annual sum and an average for each machine. For all other options, where new machines are purchased, the lowest cost over the last ten years was used, and averaged by the numbers of machines. This is because newly purchased machines are less likely to incur maintenance costs.
- The cost parking tickets was estimated using the last two years' worth of expenditure (22-23 and 23-24) pro rata depending on the number of cash/card machines.
- Car Park machine SIM cards and hosting charges was based on the price per device per month using a quote from the Metric Group Ltd

6.12 The capital assumptions are listed below:

- The replacement cost of machines was based on quotes from the Metric Group.

[REDACTED]

- A borrowing cost was calculated based on a five year life. This would kick in the year after acquisition in line with the Council's Minimum Revenue Policy policy.

6.13 It should also be noted that the recommended option should deliver a reduction in machine downtime for repairs and maintenance, which should have a positive impact on income overall. Whilst it is difficult to quantify the exact impact of that at present every 1% increase in income would equate to circa a £10k per year increase in current income. Therefore it is recommended that the Net impact on car parks budget overall (i.e. increased

cost for machines less any additional income generated with reduced downtime) is monitored once the new machines are in place, prior to finalising the level of ongoing revenue investment to the service that is required, and that a final investment level is agreed as part of the MTFs refresh for 2025/26.

7. Risk Assessment and Management

7.1. The main risks to this Report and the Council achieving its objectives are as follows:

7.2. **Positive** (Opportunities/Benefits):

7.2.1. Upgrading the existing parking machines reduces maintenance costs and also officer time associated with handling repairs.

7.2.2. No further capital investment will be needed for the short to medium-term on machines. Unless the Council introduces ANPR.

7.2.3. Instigates a modernisation of car park operations.

7.2.4. Provides flexible payment options.

7.2.5. Provides a platform for potential expansion with ANPR.

7.3. **Negative** (Threats):

7.3.1. 

7.3.2. Initial capital outlay is required for 5 of the 6 options.

7.3.3. Having a single payment option leaves the Council susceptible to increases in transaction costs related to app-based payments.

7.4. The risks do not need to be entered in the Risk Register. Any financial implications to mitigate against these risks are considered above.

8. Legal Considerations

This section has been approved by the following member of the Legal Team:
Glen McCusker – Locum Solicitor and Deputy Monitoring Officer.

8.1. The main legal issues arising from this Report are as follows.

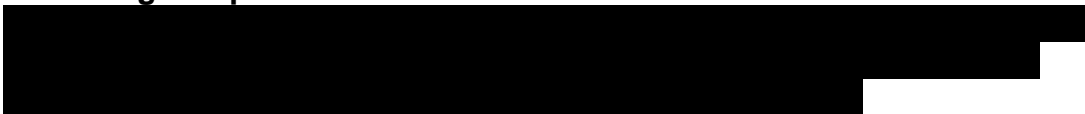
8.2. Public authorities have an overriding duty to act fairly in the exercise of their public functions. This duty imposes an obligation on the Authority to conduct the Consultation in a fair and proper manner.

- 8.3. In the case of R- v- Brent LBC (1985), Sir Stephen Sedley set out the legal requirements of a fair and proper consultation, (known as the Sedley requirements). These are:
- Consultation must be made at a time when proposals are at a formative stage.
 - Sufficient reasons for the proposal must be given to allow intelligent consideration and response.
 - Adequate time must be given for a response.
 - The product of the consultation must be conscientiously taken into account in finalising proposals.
- 8.4. A failure to follow these rules may lead to an administrative challenge in the form of a complaint to the Council or to the Ombudsman, or more seriously, a legal challenge by way of a Judicial Review Claim to the High Court. It is important, therefore, to ensure that sufficient weight is given to the results of the Consultation before reaching a decision on which Option to adopt.
- 8.5. In respect of the Options for change, the specific legal implications are as follows:

Option 3

- 8.5.1 As the results of the Consultation clearly show a demand for cash payments, adopting this Option raises a potential risk of a challenge on the basis of giving insufficient weight to the findings of the Consultation.
- 8.6 Any changes to the existing Off-Street car parking arrangements may require a variation of the East Staffordshire Borough Council (Off-Street Parking Places) Order 2017, and the making of a new Order, pursuant to Sections 32,33,and 35, and Schedule 9 of the Road Traffic Regulations Act 1984 and the Traffic Management Act 2004.

Other Legal Implications: Contract and Procurement

- 8.7 
- 8.8 The Council has a duty, under s3 Local Government Act 1999 to obtain Best Value, which means that it must secure continuous improvements in the way it exercises its functions, having regard to a combination of economy, efficiency, and effectiveness. Statutory Best Value Duty Guidance has recently been issued by DLUHC, to which the Council should have regard to.
- 8.9 The Council is also under a fiduciary duty to local tax-payers to manage its finances in a prudent and proper manner, and this duty will need to be considered in respect of any financial implications arising from adopting the preferred Option.

9. **Equalities and Health**

- 9.1. **Equality impacts:** The subject of this Report is not a policy, strategy, function or service that is new or being revised. An equality and health impact assessment is not required.
- 9.2. **Health impacts:** The outcome of the health screening question [requires/does not require] a full Health Impact Assessment to be completed. An equality and health impact assessment is not required.

10. **Data Protection Implications – Data Protection Impact Assessment (DPIA)**

- 10.1. A DPIA must be completed where there are plans to:
- use systematic and extensive profiling with significant effects;
 - process special category or criminal offence data on a large scale; or
 - systematically monitor publicly accessible places on a large scale
 - use new technologies;
 - use profiling or special category data to decide on access to services;
 - profile individuals on a large scale;
 - process biometric data;
 - process genetic data;
 - match data or combine datasets from different sources;
 - collect personal data from a source other than the individual without providing them with a privacy notice ('invisible processing');
 - track individuals' location or behaviour;
 - profile children or target marketing or online services at them; or
 - process data that might endanger the individual's physical health or safety in the event of a security breach
- 10.2 Following consideration of the above, there are no Data Protection implications arising from this report which would require a DPIA.

11. **Human Rights**

- 11.1. There are no Human Rights issues arising from this Report.

12. **Environmental Impacts**

Consider impacts related to the Climate Change & Nature Strategy aims:

- Reducing greenhouse gas emissions (climate change mitigation)
- Preparing for future climate change (adaptation)
- Protecting and enhancing nature
- Using resources wisely and minimising waste and pollution

- 12.1. Does the proposal have any positive or negative environmental impacts? Yes
- 12.2. If so, are these impacts **significant**? No

(If No, the report author can complete paragraph 12.3. If yes, the report should be forwarded to the Council's Climate Change and Adaptation Officers for enhanced consideration)

(note – a **significant** impact will likely result from any project, policy, procurement exercise or service change that has a direct or indirect effect on energy or fuel use, water use, land use, other physical resource use, waste generation, pollution, regeneration or construction - If unsure contact the Council's Climate Change and Adaptation Officers)

12.3. Please detail the positive/negative environmental impacts and any mitigation:

12.3.1 Positive impacts (Benefits/Opportunities)

- Less cash collections and journeys to undertake repairs will reduce carbon emissions.
- The lowering the number of tickets used will reduce the amount of paper required.

12.3.2 Negative impacts (Threats/Mitigation)

13. **Recommendation(s)**

13.1. The results of the survey are noted.

13.2. Option 4 is approved and capital funds, from available Capital receipts balances, made available to procure new parking machines in 24/25.

13.3 The Net impact on car parks budget overall (i.e. increased cost for machines less any additional income generated with reduced downtime) is monitored once the new machines are in place, prior to finalising the level of ongoing revenue investment to the service that is required, and that a final investment level is agreed as part of the MTFs refresh for 2025/26.

14. **Background Papers**

14.1. Parking Review 2023

15. **Appendices**

15.1. Appendix A: Car Park Survey

15.2. Appendix B: Car Park Survey results

15.3. Appendix C: Payment options outcomes