



ADUR & WORTHING
COUNCILS

Joint Strategic Committee
6 November 2018
Agenda Item 13

Key Decision [Yes/No]

Ward(s) Affected: Central

Investing in Worthing Town Centre - Approach to Car Parking Provision

Report by the Director for the Economy and the Director for Digital & Resources

Executive Summary

1. Purpose

This report proposes a programme of car park redevelopment and refurbishment projects across Worthing Town Centre to ensure the continued strength of the town centre as a retail, leisure, and business location and to support the delivery of the adopted Worthing Investment Prospectus and the Adur & Worthing Growth Deal.

2. Recommendations

1. Agree the strategy for parking reprovision in Worthing town centre
2. To recommend to Worthing Borough Council to amend the 2019/20 capital programme to include the cost of refurbishment of Buckingham Road Multi-Storey Car Park at £1,533,000 funded by borrowing, the revenue consequences of which are to be paid for by car parking income.
3. Note the cost of the refurbishment of High Street Multi-Storey Car Park will be included in the 2020/21 Capital Investment Programme report to this Committee in December 2018 and

that the associated debt charges will be added to the Medium Term Financial Plan and will be funded as part of the 2020/21 budget round.

4. Note the detailed business case for Lyndhurst Road car park and the Town Hall car park will be reported to this Committee, subject to agreement of the proposed parking strategy.

3. Context

- 3.1 Worthing Borough Council (the Council) are investing in the town to support the economy, recognising the challenges faced by the high street and retailers across the country. The Seafront Investment Plan focuses growth to support the growing visitor economy and the Public Realm Improvement Programme is investing in creating high quality public spaces which support the diverse, independent businesses, markets, cafes and restaurants that are choosing to locate in Worthing town centre. This investment will improve the offer to residents and visitors alike. The regeneration programme, focussed on major redevelopment sites within the town will provide new homes and business/retail opportunities increasing the number and mix of people who come to live and work here.
- 3.2 The Council has committed to delivering new homes, jobs, retail opportunities and high quality and connected public spaces through re-development on several key sites in the town. These sites are: Teville Gate, Union Place, the Town Hall car park, and Grafton multi-storey car park (MSCP). These sites are dominated by public car parking (over 1300 spaces), often not in good condition, or the right location and where there is surface car parking, not making the best use of land given the limited supply of development land available. In order to ensure these schemes are able to progress and deliver the economic benefits the town needs as well as much needed housing, a strategy of dealing with the loss of parking that these sites currently provide is needed.
- 3.2 There is currently £2.7m planned expenditure within the capital programme which will address urgent repairs. In addition, Worthing Borough Council annually spends £101,240 on regular maintenance and repairs of the multi-storey car parks. These urgent works and repairs, whilst ensuring the car parks remain operational in the short to medium term, will not have a significant impact on the quality of

the offer to members of the public; will not increase the parking capacity; nor will it dramatically increase the overall lifespan of the car parks.

- 3.3 Levels of satisfaction with car parks are 55% for Grafton, 65% for High Street and 71% for Buckingham based on a survey completed over the summer. The customer experience is significantly influenced by the condition of the car parks, which can appear unwelcoming and dilapidated despite the best effort of the service to keep them clean and functional. The reliability of the lifts is also frequently cited as an issue by customers. The lifts in Buckingham Road car park were recently replaced which contributed to an increase in satisfaction from 61% in 2017 to 71% in 2018.
- 3.4 The car park in the poorest condition is Grafton MSCP. The extent of remedial works that would be required to significantly extend the operational life of the car park, based on the 2016 Condition Survey (Keegans, March 2016) would cost an estimated £10.2m. It would not increase the capacity or improve the retail and leisure offer within the town, not contributing to the Council's regeneration aims as set out in the Worthing Core Strategy; Worthing Investment Prospectus and Platforms for our Places.
- 3.4 The closure and demolition of Grafton MSCP will facilitate the redevelopment of the site to achieve the Council's regeneration aims. This includes supporting the retail core of the town by providing modern retail floorspace, increasing the leisure and food & beverage offer with the aim of increasing the towns evening economy offer as well as providing high quality residential units in a highly sustainable location close to myriad services and employment opportunities.

4. Issues for consideration

- 4.1 The Grafton Multi-Storey Car Park is nearing the end of its useful life. The current repairs will ensure that the car park can remain operational for a further 5 - 10 years. Whilst the car park does currently generate significant income (£0.7m pa), the age of the car park structure (constructed c.1968); degradation due to the exposed location and history of poor repairs and maintenance mean that to extend the operational life of the building would require significant building works (estimated £10.2m). This creates an economic burden and ongoing liability for the Council.

4.2 At the JSC meeting in April 2017, a capital works programme was agreed which would address immediate repair needs to ensure that the car parks remained safe and open for the next 5 - 7 years. A further report on the redevelopment of the Grafton Site in November 2017 detailed the long term future of the overall area in line with the Council's stated aims "for delivery of modern retail and leisure space, with associated residential development in a highly central location" (Worthing Investment Prospectus, 2016). In order to achieve this the existing Grafton car park would need be demolished to release the site for redevelopment. The extent of any new car parking provision within the development is uncertain at this time and will depend on the commercial viability assessment of the site which will be undertaken by a future developer. Removing the requirement to keep the existing car parking capacity within any potential development will enable the Council to more readily pursue the redevelopment of the Grafton site, as set out in Platforms for Our Places as a corporate priority.

4.3 The Council owned car parks currently provide c.1800 public parking spaces, with the majority (c.1,300) across the three town centre Multi Storey Car Parks (MSCPs), including Grafton. Figure 1 below shows the current levels of use of the Councils town centre car parks.

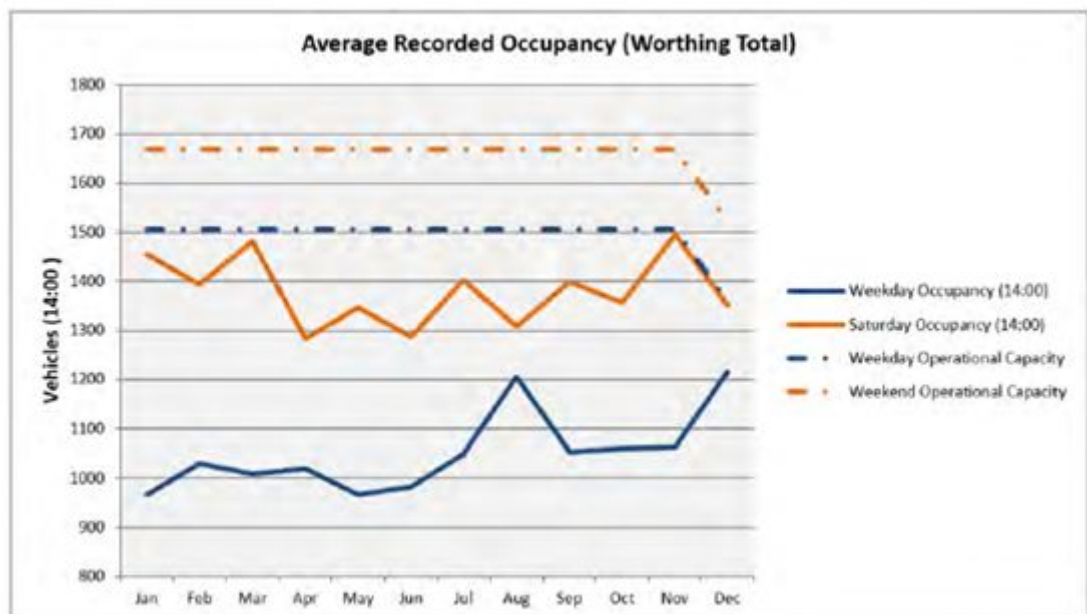


Figure 1: Average Occupancy Levels by Month (Worthing Total), Worthing Town Centre Parking Study, Project Centre, April 2018
(Note: Operational capacity is 85% of maximum capacity)

Figure 1 shows that there are significant peaks throughout the year, particularly during the summer and in the month leading up to Christmas, however there is still capacity within the town. The closure of Teville Gate MSCP (shown above as reduction in Weekend and Weekday Operational Capacity from November) has significantly reduced the overall number of spaces such that the seasonal peaks do reach weekend operational capacity.

- 4.4 The forecast closure of Grafton multi storey car park has therefore required careful consideration of the level of parking across the town centre and assess the suitability of the locations, number of spaces available and the quality of the parking provision going forward.

Proposed Parking Strategy

- 4.5 Opportunities have been identified to improve the quality and provision of off-street public car parking within the town centre (see Appendix 1 for car park locations). The fundamental premise of the proposal before the Committee is to greatly improve the quality of the off-street parking provision for residents and businesses alike whilst releasing the land on the major sites, enabling the regeneration projects needed to support the town, to proceed.
- 4.6 The proposed strategy for Worthing town centre off-street car parking provision is as follows:
- High quality refurbishment of Buckingham Road Multi-Storey Car Park
 - High quality refurbishment of High Street Multi-Storey Car Park
 - Short-term urgent works (which are currently underway) to allow Grafton to remain operational whilst other car parking solutions/works are carried out. In the medium term to close and demolish the car park, releasing the site for redevelopment
 - To increase spaces at the Town Hall car park by developing a public decked car park as part of the Health Hub redevelopment
 - To increase spaces at Lyndhurst Road car park by developing a public decked car park.
 - To increase levels of walking and cycling as an alternative means of accessing the town centre
- 4.7 This proposed strategy will maintain a good level of parking across the town, by re-providing a similar number of spaces to those that will be lost at Grafton (approximately 430 lost at Grafton and 300 new

parking spaces across the Town Hall and Lyndhurst Road sites). The careful phasing of the refurbishment works at both Buckingham Road and High Street MSCPs and construction of new parking facilities at the Town Hall and Lyndhurst Road, will minimise the disruption and limit the loss of parking capacity during the refurbishment and construction period. It will remove the requirement for public car parking re-provision from the major development sites (see paragraph 3.2) particularly Grafton. This will facilitate the redevelopment of the site for other uses which will support both the retail offer on the high street, the visitor/leisure offer on the seafront and increase the supply of sustainably located housing within the town.

- 4.8 The operation of the car parks and the way they function as either long stay or short stay car parks could be changed to make better use of the existing capacity. For example Lyndhurst Road Car Park could be made available for longer stay parking, freeing up the more central car parks for shoppers and short stay trips, helping to increase the viability of the town centre. The provision of safe cycle storage facilities at these convenient locations and electric vehicle charging points could be included to encourage use of alternative and more sustainable modes of transport. Sustainability will play an increasing role in the viability and operation of the town centre. The Council is already engaged in many initiatives to support modal shift which will reduce the demand for parking and in turn help to meet health and air quality goals; making Worthing a more attractive town centre. The implementation of the proposed parking strategy will be carefully integrated with other ongoing work to encourage modal shift away from single occupancy car journeys and towards more diverse and sustainable modes of transport bringing people into the town centre.

Alternative Options Considered

Do Nothing/Minimal

- 4.9 As with all functioning public buildings, regular maintenance is required. Whilst under previous management the MSCPs were not adequately maintained and this has resulted in a costly maintenance backlog. Therefore minimal intervention is not an option as greater investment is required to keep the MSCPs safe and operational. In the case of Grafton, if no remedial works were to be carried out the car park would need to be closed. The structure is reaching the end

of its operational life and suffers significant problems in particular the condition of the concrete, its exposed location and resultant degradation to the steel reinforcements. The immediate closure of Grafton MSCP would result in the loss of the existing capacity before any additional public parking capacity had been identified/created. It would also result in a significant loss of income from the MSCP and various properties connected to the car park (c. £750k/p.a.). The site would then remain dormant until such time as the Council were in a financial position to progress the redevelopment of the site.

- 4.10 The proposed Integrated Health Hub will occupy part of the existing Town Hall car park resulting in the loss of approximately 80-100 parking spaces. Without intervention, the parking capacity would be reduced whilst the likely demand increases with the introduction of 2 GP surgeries and other clinical services on the site. At Lyndhurst Road the temporary use of the redundant tennis courts for public car parking is due to expire in 2020 which would result in the loss of 69 spaces. Reducing the capacity of these car parks would also reduce the income the Council generates from these car parks.

Other Options to Increase Capacity

- 4.11 The temporary car park at Lyndhurst Road is located on a redundant tennis court south of the existing surface car park. There is a bowling green which is out of use and surplus to requirements as a bowling green. Subject to further investigation this could be used to provide additional surface car parking.
- 4.12 Additional capacity could be created at High Street MSCP by extending the car park east onto the large undeveloped grass verges. An estimated 275 spaces could be provided by developing this area. This would provide additional capacity at a well used and well located car park close to the retail and business core of the town. This would include refurbishment of the existing structure to raise the quality of the existing MSCP and extend its life c.10-15 years. However the 619 space multi storey car park would need to be closed during construction, a period of approximately 65 weeks. The estimated cost of the works is £20m. This would provide a useful medium term solution (life expectancy of the whole car park dependent on existing MSCP structure), however the closure of the Council's largest car park in the town would require the provision of temporary parking within the town centre, which would be in addition

to the cost of the works to High Street MSCP.

- 4.13 Another option would be the demolition of High Street MSCP and a new, larger MSCP being constructed on the larger site (incorporating the grass verge). This would allow for a fully integrated MSCP to be designed which made the best use of the land available, maximising the internal circulation and therefore the number of spaces that could be created. An estimated 1060 space MSCP could be constructed with a build cost of c.£25m. This would require the closure of the car park and loss of 619 spaces and associated income for the Council for approximately 2-3 years.
- 4.14 The option to do nothing is not feasible given the condition of the MSCPs and our duty of care. It would also result in a significant loss of parking provision c.600 spaces (Grafton MSCP, Town Hall and temporary spaces at Lyndhurst Road). The greatest increase in capacity is through the increase in size of High Street MSCP. This comes at a very high cost and leaves the town centre with a significant parking deficit of 619 spaces during construction. It also results in the loss of income to the Council whilst the car park is closed. It is considered that alternative temporary parking provision would be needed to compensate for the loss of spaces and income. Given the severe shortage of available sites, the temporary provision would likely be on the same sites identified in the preferred strategy and require further expenditure on design, planning, site investigations, etc., and be of a similar cost to the permanent proposals of the preferred strategy.

5. Engagement and Communication

- 5.1 The Parking strategy has taken over 12 months to prepare. Given the scale of the project, looking across the town centre, and the significant likely expenditure, regular Member engagement and briefing has been vital. This has included officer team briefings with the Executive Member for Regeneration whose portfolio includes car parking, and updates to the Major Projects Board as well as to the respective ward members.
- 5.2 The development of the parking strategy has relied on integrated, cross directorate cooperation, in particular between Parking Services, Major Projects, Technical Services and Finance teams. Officers from across the organisation have worked together to

develop a proposal which meets the requirements of on-going parking services/operations; the Council's commitments to regenerate the major town centre sites; the long-term financial ambitions of the Council and; reduces the maintenance burden in the long term. Officers from WSCC have been consulted and this report will form part of the background information for the Worthing Road Space Audit, being carried out by WSCC.

- 5.3 The strategy proposed in this report will have impacts on different projects and services across the town and therefore engagement with officers throughout the organisation has been important. This has included regular cross-departmental team meetings and 2 officer workshops looking strategically across the town and the connectivity of individual projects and wider strategies (e.g. the Public Realm Improvements Programme and the Seafront Investment Plan). As well as with representatives from the Town Centre Initiative, Worthing Chamber of Commerce and Worthing Hospitality Federation who were consulted on the proposed strategy.
- 5.4 The communication of the Councils investment in the town centre is vital. Ensuring we provide the public with clear information about what each of the individual projects are; when each project will start and what each project is going to provide/achieve is key. Therefore a communications strategy will be developed to support the proposed programme of refurbishment and construction works.

6. Financial Implications

- 6.1 The car parks provide the council with a valuable source of income to support services each year. The current budget shows that the overall net income raised by parking activity within the town is £1.12m which can be broken down as follows:

Car Park budget 2018/19

	General costs	High Street	Bucking ham	Grafton	Other car parks	Total
	£	£	£	£	£	£
Direct expenditure	93,830	282,680	86,380	231,290	155,860	850,040
Income		-963,950	-303,330	-699,730	-766,780	-2,733,790
Net direct cost / income (-)	93,830	-681,270	-216,950	-468,440	-610,920	-1,883,750
Support services						

- Parking Team	389,820					389,820
- Other support costs	275,340					275,340
Depreciation	98,940					98,940
Net annual income	<u>857,930</u>	<u>-681,270</u>	<u>-216,950</u>	<u>-468,440</u>	<u>-610,920</u>	<u>-1,119,650</u>

Current budget monitoring shows that income from car parking activity is approximately £170,000 above budget.

6.2 The current capital programme includes a budget of £2.7m which is being used for essential maintenance works at the car parks to ensure they remain safe for the next 5 - 7 years pending the outcome of the car parking strategy.

6.3 In preparation for the strategy, the Council increased car parking fees last year to fund both the essential maintenance works and any agreed improvement works. Of the additional income raised per year, there is £170,000 per year available to fund the revenue consequences of any proposed new refurbishment work.

6.4 **Options appraisal:**

6.4.1 **Option 1 : Status Quo**

The Council has the option to retain all of the existing car parks, ensuring that sufficient refurbishment works are undertaken to bring the car parks up to modern standards and to extend the life of these important assets.

A previous condition survey highlighted that the Grafton car park will require significant capital expenditure. The condition of the concrete is particularly problematic as it is deteriorating. Consequently, the Council is faced with significant capital costs over the next 5 years, although a full structural report regarding the condition of the Grafton car park will be needed to fully establish the cost of the proposed repairs. The proposed investment required to keep the car parks open in the long term and maintained to a good standard for the users of the service would cost the following amounts:

Option 1: Capital investment requirements	Year of improvement works		
	2019/20	2020/21	2023/24
	Buckingham	High Street	Grafton
Essential works:	£	£	£
Install new edge protection and barrier	284,280	546,860	473,070
Renewal of exterior and interior coatings	180,760	0	846,130
Refurbishment of stairwells and lobbies	104,880	0	174,520
Concrete repairs	67,750	135,500	2,571,320
Asphalt coatings to upper decks	0	0	1,039,000
Refurbished toilet	0	103,660	0
Replacement lifts	0	345,530	0
Other refurbishment costs	184,690	196,260	209,700
Total essential works	822,360	1,327,810	5,313,740
	Buckingham	High Street	Grafton
Recommended additional works:	£	£	£
Deck Coating	696,880	1,309,390	1,159,660
Cladding	0	836,710	0
EV charging points	13,690	33,360	22,780
Total recommended additional works	710,570	2,179,460	1,182,440
Total programme	1,532,930	3,507,270	6,496,180

The revenue consequences of this level of investment are significant and would inevitably reduce the net return to the Council from the car parking operations:

Annual running costs based on 2018/19 budget

	General costs	High Street	Buckingham Road	Grafton	Town Hall and Lyndhurst Road	Total
	£	£	£	£	£	£
Direct expenditure	93,830	282,680	86,380	231,290	52,380	746,560
Income		-963,950	-303,330	-699,730	-231,810	-2,198,820
Net annual income	93,830	-681,270	-216,950	-468,440	-179,430	-1,452,260
Support services						
- Parking Team	389,820					389,820
- Other support costs	275,340					275,340
Net annual income	758,990	-681,270	-216,950	-468,440	-179,430	-787,100
Revenue impact of capital investment required		291,440	160,060	514,190		965,690
Net annual cost / income (-) after investment made	758,990	-389,830	-56,890	45,750	-179,430	178,590

Under this option, the redevelopment of the Grafton site would likely be frustrated due to the constraints of developing the site around the existing car park.

6.4.2 **Option 2:** Demolish Grafton Car Park and refurbish the remaining two car parks.

Under this option, it is proposed to demolish Grafton car park and refurbish both Buckingham Road and High street car parks using the programmes detailed above. It is estimated that the cost of demolishing the car park will be between £1.1m and £1.4m, however this will remove the need to invest significant sums into the Grafton car park and potentially facilitate the redevelopment of the site by removing the obligation to develop around the existing car park.

However, this will result in a net loss of 431 spaces and the council will lose the opportunity to grow commercial income from this source in the future.

Overall, the net running costs associated with this option would be:

Annual running costs - based on the 2018/19 budget	General costs	High Street	Bucking- Ham Road	Town Hall and Lyndhurst Road	Total
	£	£	£	£	£
Direct expenditure	93,830	282,680	86,380	52,380	515,270
Income		-963,950	-403,330	-231,810	-1,599,090
Net annual income	93,830	-681,270	-316,950	-179,430	-1,083,820
Support services					
- Parking Team	363,820				363,820
- Other support costs	275,340				275,340
Net annual income	732,990	-681,270	-316,950	-179,430	-444,660
Revenue impact of capital investment required	48,580	291,440	160,060		500,080
Net annual income after investment made	781,570	-389,830	-156,890	-179,430	55,420

6.4.3 **Option 3:** Demolish Grafton Car Park, rebuild High Street car park, and refurbish Buckingham Car Park

Under this option, the High Street car park would be redeveloped to produce more spaces (1,060). However, this would involve closing the car park for an extended period of at least two years. The cost of construction is likely to be in the region of £25m. The cost appraisal does not allow for the provision of any temporary car parking facilities which would add further to the cost. Overall the net cost associated with this option is:

Annual running costs - based on the 2018/19 budget	General costs	High Street	Buckingham Road	Town Hall and Lyndhurst Road	Total
Direct expenditure	93,830	484,070	86,380	52,380	716,660
Income		-1,592,840	-389,190	-231,810	-2,213,840
Net direct cost	93,830	-1,108,770	-302,810	-179,430	-1,497,180
Support services					
- Parking Team	363,820				363,820
- Other support costs	275,340				275,340
Net annual income	732,990	-1,108,770	-302,810	-179,430	-858,020
Revenue impact of capital investment required	48,580	971,640	160,060		1,180,280
Net annual income after investment made	781,570	-137,130	-142,750	-179,430	322,260

This is the most expensive option both in the short and long term.

6.4.4 **Option 4:** Demolish Grafton Car Park, build two new MSCPs on the Town Hall site and Lyndhurst Road and refurbish the remaining two car parks.

This option would involve building two smaller car parks which are estimated to cost the following amounts although these costs will need to be confirmed via detailed feasibility work:

- Town Hall £6.3m with a capacity of 280 spaces
- Lyndhurst Road £7.9m with a capacity of 350 spaces

Both sites would serve not only the town centre but local medical facilities (the new wellbeing and medical centre at the Town Hall site and the hospital) which will help secure future income streams during the week.

At present only limited charges are made at the Town Hall site which gives the Council a significant opportunity to generate additional income to pay for the investment required. Overall the net cost associated with this option is:

Annual running costs	General costs	High Street	Buckingham Road	Town Hall	Lyndhurst Road	Total
	£	£	£	£	£	£
Direct expenditure	93,830	282,680	86,380	127,870	159,840	750,600
Income		-963,950	-403,330	-436,040	-545,040	-2,348,360
Net annual income	93,830	-681,270	-316,950	-308,170	-385,200	-1,597,760
Support services						
- Parking Team	389,820					389,820
- Other support costs	275,340					275,340
Net annual income	758,990	-681,270	-316,950	-308,170	-385,200	-932,600
Impact of capital investment required in next 5 years	48,580	291,440	160,060	246,410	308,010	1,045,500
Net annual cost / income (-) after investment made	807,570	-389,830	-156,890	-61,760	-77,191	121,900

6.4.5 **Financial summary of options:**

Summary of Options:	Number of spaces	Net Direct income	Impact of debt charges	Net initial cost	Capital investment requirements over next 5 - 10 years	NPV (net income (-) / Net cost)
		£'000	£'000	£'000	£'000	£'000
Option 1: Status Quo	1,666	-787	966	179	11,536	1,872
Option 2: Demolish Grafton	1,235	-445	500	45	6,290	133
Option 3: Demolish Grafton and rebuild High Street	1,676	-858	1,180	322	27,783	6,489
Option 4: Demolish Grafton and build new car parks on the town hall site and Lyndhurst Road	1,508	-933	1,055	122	20,555	662

In the short term, the most financially viable option would be to demolish the Grafton Car Park and refurbish the remaining car parks (Option 2), this option would result in a loss of 431 spaces which support the Town centre economy.

If the Council wishes to facilitate the redevelopment of the Grafton site and replace a significant amount of the lost capacity of the Grafton car park with alternative car parking provision, then the most cost effective option will be to develop additional capacity at the Town Hall and Lyndhurst Road although further feasibility work is needed to confirm the construction costs. The expected growth in income over the next 50 years will make this the most financially viable option for the future whilst minimising the loss of car parking spaces.

6.5 Refurbishment of the existing car parks:

6.5.1 In the options outlined above, Buckingham Road car park will continue in its current configuration. The refurbishment costs of £1,532,930 proposed in paragraph 6.4.1 will cost the Council £160,060 in annual debt charges. It is proposed to use the surplus car parking income currently being generated from the new charges to fund this cost. Members are asked to recommend to Council to include the refurbishment of the car park in the 2019/20 capital programme.

6.5.2 If members opt to pursue Option 4, then the refurbishment of High Street car park (£3.5m) will also require funding. It is proposed to add this to the 2020/21 capital programme and to allow for the additional revenue costs (£291,000) within the Medium Term Financial Plan if approved.

7. Legal Implications

7.1 Section 1 of the Localism Act 2011 empowers the Council to do anything an individual can do apart from that which is specifically prohibited by pre-existing legislation.

7.2 Section 1 of the Local Government (Contracts) Act 1997 provides that every statutory provision conferring or imposing a function on a local authority confers the powers on the local authority to enter into a contract with another person for the provision or making available

of assets or services, or both (whether or not together with goods) for the purposes of, or in connection with, the discharge of the function by the local authority.

- 7.3 Section 111 of the Local Government Act 1972 provides that the Council has the power to do anything to facilitate or which is conducive or incidental to the discharge of any of their functions.
- 7.4 The Council needs to comply with its Contract Standing Orders in respect of any procurement for the provision of additional services in this report.

Background Papers

- Worthing Core Strategy, Worthing Borough Council, March 2011
- Worthing Investment Prospectus, Worthing Borough Council, 2016
- Condition Survey & Life Cycle Costs Report, Multi Storey Car Park, Grafton, Keegans, March 2016
- Platforms for our Places, Adur & Worthing Councils, December 2016
- Worthing multi-storey car park improvement programme: approval to commence capital works - Report to the Joint Strategic Committee dated 4th April 2017
- Health Related Development at Worthing Town Hall Car Park, Joint Strategic Committee, October 2017
- Grafton Multi-storey Car Park Redevelopment - Report to the Joint Strategic Committee dated 7th November 2017
- High Street & Buckingham Road Multi Storey Car Parks, Stage 2 Report, Stripe Consulting, March 2018
- Worthing Town Centre Parking Study: Assessment of capacity and future demand to the year 2033, Project Centre, April 2018
- Feasibility Report, Worthing High Street MSCP, Balfour Beatty, July 2018
- Initial Budget Estimate for Buckingham Road MSCP - FT Allen, August 2018
- Cost Planning, Cost Estimate Nr 1, High Street, Chatsworth Rd, Worthing, Potter Raper, September 2018
- Worthing Town Centre Car Parking Strategy, Project Centre, September 2018

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Sustainability & Risk Assessment

1. Economic

The investment by the Council is aimed at supporting the commercial centre of the town by providing high quality and convenient parking provision. It will replace poor quality parking provision, releasing this area for redevelopment. The redevelopment of Grafton is identified as a key transformational change for Worthing Town Centre. It is highlighted as a key area for change in the Worthing Core Strategy (2011), Worthing Investment Prospectus (2016) and Platforms for Our Places (2017). It will deliver modern retail floorspace and create a new retail circuit by reconnecting the High Street and the Sea front as well as new town centre residential units. This would bring new retailers to the town as well as supporting existing retailers by strengthening the high street retail offer.

2. Social

2.1 Social Value

The works proposed will provide safer and more accessible car parking facilities. It will enable development sites to come forward which will include new residential units which will provide a mix of new housing, including family size units. This will assist in addressing the significant shortfall of housing within the Borough.

2.2 Equality Issues

Matters considered and no issues identified

2.3 Community Safety Issues (Section 17)

The proposed improvements to both Buckingham and High Street MSCPs include improvements to the edge protection/barriers on all floors of the car parks. This will reduce the risk of accidents.

2.4 Human Rights Issues

Matters considered and no issues identified

3. Environmental

Matters considered and no issues identified

4. Governance

The proposed parking strategy aligns with the regeneration aims set out in Platforms for Places, the Worthing Core Strategy (and draft Worthing Local Plan) and Worthing Investment Prospectus. It aligns with the

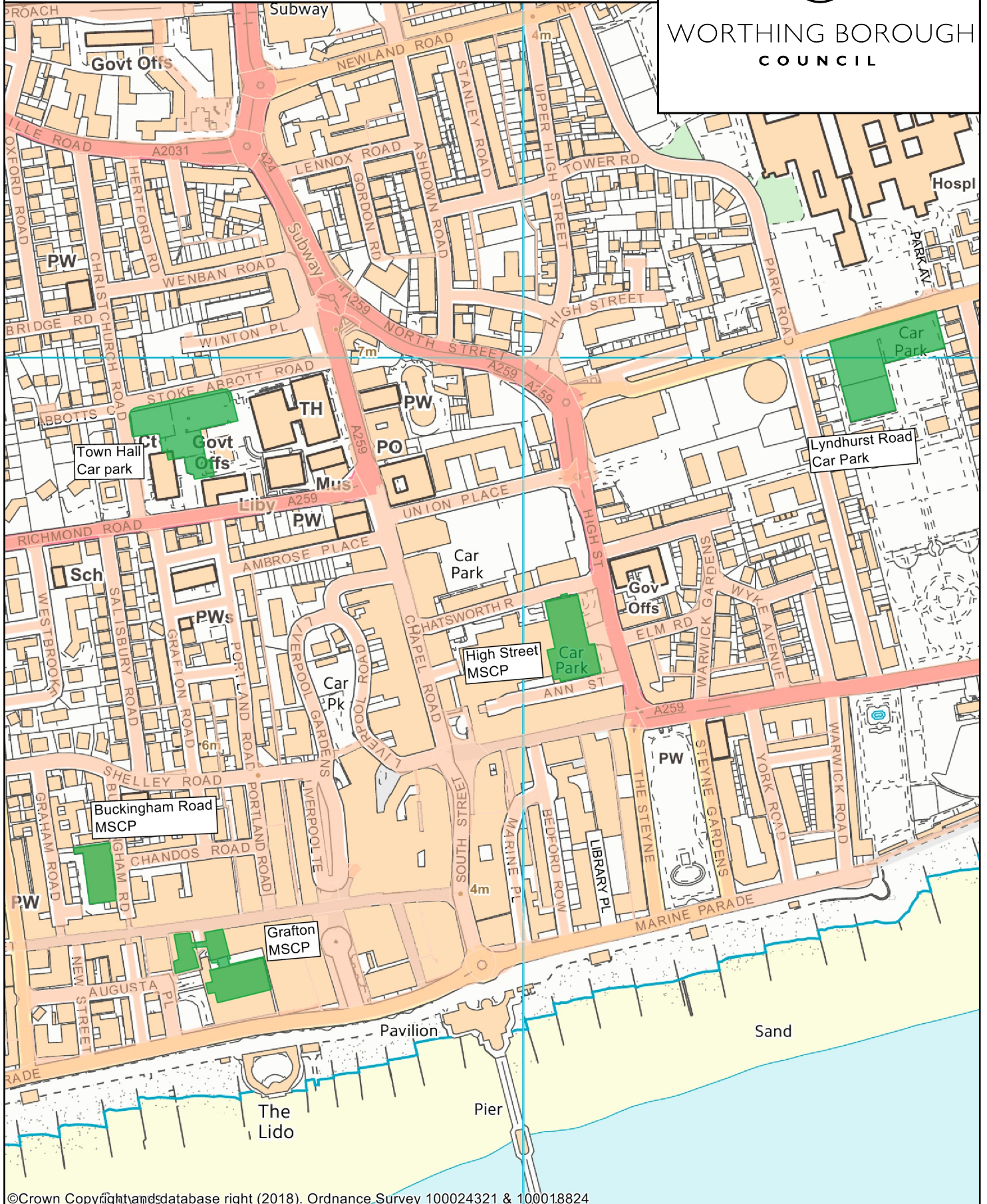
aims of the Seafront Investment Plan through the redevelopment of the Grafton site.

The Council is responsible for the health and safety of all users of its car parks. Improving the condition of the car parks would result in a greatly improved service offer to residents, businesses and visitors.

Appendix 1: Investing in Worthing Town Centre - Approach to Car Parking Provision



WORTHING BOROUGH
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