

CENTRAL MILTON KEYNES PARKING AND INFRASTRUCTURE CONSULTATION

Response from CMK Town Council

Proposal to create additional 2,000 temporary parking spaces

We support the proposal to create 2,000 temporary additional car parking spaces on development plots B4, C4.4 South, and D4.1 South, **but only on the basis that this enables the delivery of a sustainable solution**. Without a strategy that delivers permanent additional parking in the medium to longer-term AND a greater modal shift to public transport, this proposal is likely to be a waste of public money and make the situation worse in the long run.

We support this with some misgivings - we note that the Council has already adopted a range of strategies and proposed measures to address parking and transport issues in CMK (see the Local Transport Plan) but almost none of these have been implemented. Our confidence is not high that this time will be any different.

Proposal to raise parking charges & eliminate employee subsidies

The Council currently runs a surplus from parking charges from which it can fund the additional 2,000 parking spaces. The proposed increases in charges and elimination of employee parking subsidies will generate almost £3m per year extra, which is *far in excess* of that required to fund the 2,000 additional spaces (one-off cost of £1m).

The consultation paper is not transparent about the intended use of the extra funds that would be received by the proposed increases in parking charges and elimination of the employee parking subsidies.

The consultation paper does not provide any analysis of the likely impact that the proposed changes in parking charges will have on businesses in CMK.

The CMK Town Council cannot support the proposed changes to the charging regime until we have further clarity on the points raised above.

Conversion of off street parking

The Council is proposing to 'convert parts of CMK on street parking to off street parking in order to revise the layout and create more parking spaces with a more popular pay on exit system rather than pay and display.'

The consultation paper does not provide any details to allow an informed response.

Where and how would this be accomplished? Would this require stopping up the public highway in parts of CMK? If so, the Town Council strongly objects.

Would conversion of on-street to off-street parking mean that 20% VAT becomes payable on the off-street parking revenue? Why would the Council propose losing 20% in parking revenue which is crucial to supporting public transport and the highways?

Consultation process

The consultation paper indicates that there would be a 'series of meetings with stakeholders, where officers will be able to explain in detail the proposals and respond to specific questions...'

The Town Council has not been invited to any meetings to hear detailed explanations from officers.

The consultation paper does not provide sufficient information and analyses to allow the Town Council to make informed responses on most of the issues and proposals.

CMKTC 11th January 2015.