

CENTRAL SWINDON NORTH PARISH COUNCIL

MSH-2026.6 Moredon Sporting Hub Car Park Charging

Recommendation to Full Council

It is recommended that Full Council:

- **Tender and appoint a private car parking operator** for the Moredon Sporting Hub car park using the Government Procurement Portal under CPV code 34926000: Car park control equipment.
- **Introduce a parking regime permitting up to TWO hours free parking**, followed by a sliding scale of charges from the fourth to the twenty-fourth hour, designed to discourage unauthorised overnight and long-stay parking from adjacent businesses and the new housing development scheduled to be completed by 2027.

Report Details

Introduction

The Moredon Sporting Hub has a large car park comprising of:

110 General Spaces
12 Disabled Spaces
8 Electric Spaces
60 Overflow Spaces
1 Motorbike Space

The adjacent development will see sixty five new houses and an estimated one hundred cars. Most of the development has provision for one car only, this means on street parking or overflow parking risks will sit within the Moredon Sporting Hub.

Currently without the development the hub still struggles to maintain car parking provision for large events, the expected pressures could mean fewer spaces for legitimate use. The introduction of long term parking charges should prevent housing overflow, overnight parking or housing guest parking taking up spaces.

Proposal

There is scope to implement appropriate car parking restrictions. The aim is to safeguard access for legitimate MSH use while deterring industrial estate, resident overnight, and resident overflow parking.

It is proposed to tender for a professional parking management company on the following basis:

Operating Schedule

- Restrictions to apply 24 hours a day, 365 days a year.
- The first two hours of parking to remain free of charge.
- Incremental charges to apply at 4, 5, 6, 8, and 24 hours.
- Charges beyond 6 hours to be set at a deterrent level, suggested by the appointed operator.

Pricing

- The operator shall propose a pricing structure benchmarked against local rates.
- Final approval of charges will rest with Full Council as well as any incremental rises which should be agreed in advance to enable a correct ITT.

Exemptions

- The Council will retain access to a management console to exempt vehicles connected to site operations.
- Exempt categories to include vehicles from SBC, IDV, councillors, council officers, and facility tenants.

Infrastructure

- A barrier-free system with no requirement for manual intervention by Parish Council staff.
- Installation of ANPR pole-mounted cameras, solar-powered payment terminals, legal signage, and contactless payment systems to be at the operator's expense. It is proposed the site does not have a cash option to reduce costs.

Income

- FPN income (from overstay, disabled bay misuse, and non-designated bay parking) to be split with not less than 90% retained by the Parish Council, and no more than 10% allocated to the operator.

Contract Term

- Maximum contract duration to be five years.