Appendix 9 - Summary Cost Estimates and Revenue Projections

Highways and Transport Committee

25th January 2024

Publication Date:

January 2024

Contents

Introduction

This document sets out a summary of the projected capital costs required to implement the proposals on a town-by-town basis. The payback period is also presented in this document to demonstrate the economic case for implementing the proposals. The council considers a payback period of 10 years or less to be appropriate.

Capital costs presented in this report include maintenance (where required) and all the following items required to implement the proposals:

- Lighting columns for boards and pay and display machines.
- Feeder pillars to connect pay and display machines to the electrical network.
- Electrical connection – cost of connecting items that require power to the existing District Network Operator (DNO) network.
- Ducting and cabling for electrics.
- Pay and display machine(s).
- Terms and conditions entry sign.
- Tariff notice board, located behind the pay and display machine that sets out how much parking costs in each car park.
- Pay and display signs to make users aware of the requirement to pay.
- Poles to mount signs and boards on.
- Notices for blue badge holder parking only.
- Reconfiguration of existing pay and display machines to operate proposed tariffs.

Town by Town Summary

The projected annual net revenues are taken from each town strategy report and rounded to the nearest hundred pounds in each section. These projected revenues exclude VAT. Capital costs have also been calculated and are rounded to the nearest hundred pounds in each section, excluding VAT.

The capital costs exclude mitigations at this stage.

Alderley Edge

Table 1 presents the projected annual net revenue, capital cost and payback period for each car park in Alderley Edge. This shows that both car parks are projected to payback the cost of implementing the proposals within one year.

Table 1: Projected annual net revenue, capital cost and payback period for car parks in Alderley Edge

Car Park	Projected Annual Net Revenue	Projected Capital Cost (exc. VAT)	Payback Period (Years)
South Street	£40,700.00	£2,600.00	0.06

Car Park	Projected Annual Net Revenue	Projected Capital Cost (exc. VAT)	Payback Period (Years)
Ryleys Lane	£51,400.00	£16,000.00	0.31

Alsager

Table 2 presents the projected annual net revenue, capital cost and payback period for each car park in Alsager. This shows that Fairview, Fanny's Croft and Station Road car parks are projected to payback the cost of implementing the proposals within one year. Well Lane car park is projected to take one-and-a-half years to payback the cost of implementing the proposals.

Table 2: Projected annual net revenue, capital cost and payback period for car parks in Alsager

Car Park	Projected Annual Net Revenue	Projected Capital Cost (exc. VAT)	Payback Period (Years)
Fairview	£440,000.00	£24,400.00	0.06
Fanny's Croft	£19,000.00	£12,800.00	0.67
Station Road	£79,000.00	£21,500.00	0.27
Well Lane	£14,300.00	£20,300.00	1.42

Audlem

Table 3 presents the projected annual net revenue, capital cost and payback period for Cheshire Street car park. This shows that it is projected to payback the cost of implementing the proposals within one year.

Table 3: Projected annual net revenue, capital cost and payback period for Cheshire Street car park in Audlem

Car Park	Projected Annual Net Revenue	Projected Capital Cost (exc. VAT)	Payback Period (Years)
Cheshire Street	£25,400.00	£13,000.00	0.51

Bollington

Table 4 presents the projected annual net revenue, capital cost and payback period for Pool Bank car park. This shows that it is projected to payback the cost of implementing the proposals within one year.

Table 4: Projected annual net revenue, capital cost and payback period for Pool Bank car park in Bollington

Car Park	Projected Annual Net Revenue	Projected Capital Cost (exc. VAT)	Payback Period (Years)
Pool Bank	£51,300.00	£14,900.00	0.29

Congleton

Table 5 presents the projected annual net revenue, capital cost and payback period for each car park in Congleton. This shows that all car parks, with the exception of Roe Street, are projected to payback the cost of implementing the proposals within one year. Roe Street car park is projected to take just over two-and-a-half years to payback the cost of implementing the proposals.

With the exception of Roe Street car park, the capital costs include reconfiguring the existing pay and display machines in each car park only.

Table 5: Projected annual net revenue, capital cost and payback period for car parks in Congleton

Car Park	Projected Annual Net Revenue	Projected Capital Cost (exc. VAT)	Payback Period (Years)
Antrobus Street	£90,700.00	£200.00	0.00
Back Park Street	£56,600.00	£200.00	0.00
Blake Street and Egerton Street	Free car park	Free car park	Free car park
Chapel Street	£13,800.00	£200.00	0.01
Fairground	£52,200.00	£200.00	0.00
Park Street	£6,800.00	£200.00	0.03
Princess Street	£15,200.00	£200.00	0.01
Roe Street	£4,400.00	£11,900.00	2.70
Rood Hill	Free car park	Free car park	Free car park
Rope Walk	Free car park	Free car park	Free car park
Royle Street	Free car park	Free car park	Free car park
Thomas Street	Free car park	Free car park	Free car park
West Street	£118,300.00	£200.00	0.00

Crewe

Table 6 presents the projected annual net revenue, capital cost and payback period for each car park in Crewe. This shows that all car parks, with the exception of Wellington Square and Wood Street, are projected to payback the cost of implementing the proposals within one year. Wellington Square and Wood Street car parks are projected to take just over two years and just over one-and-a-half years respectively to payback the cost of implementing the proposals.

The table excludes Oak Street car park, which has been disposed of by the council to enable development of the Youth Zone.

Table 6: Projected annual net revenue, capital cost and payback period for car parks in Crewe

Car Park	Projected Annual Net Revenue	Projected Capital Cost (exc. VAT)	Payback Period (Years)
Browning Street	Free car park	Free car park	Free car park

Car Park	Projected Annual Net Revenue	Projected Capital Cost (exc. VAT)	Payback Period (Years)
Chester Street	£9,600.00	£200.00	0.02
Civic Library	£111,100.00	£400.00	0.00
Cotterill East	£6,100.00	£200.00	0.03
Cotterill Street West	£2,200.00	£1,300.00	0.59
Delamere Street	£108,900.00	£400.00	0.00
Edleston Road	£9,600.00	£400.00	0.04
Edward Street	Free car park	Free car park	Free car park
Gatefield Street	£15,900.00	£400.00	0.03
Holly Bank	£15,700.00	£400.00	0.03
Hope Street	£5,100.00	£400.00	0.08
Lord Street	Free car park	Free car park	Free car park
Market Street	Blue badge holders only	Blue badge holders only	Blue badge holders only
Pedley Street	£28,900.00	£200.00	0.01
Railway Street	£51,000.00	£200.00	0.00
South Street	Free car park	Free car park	Free car park
Thomas Street	£8,100.00	£400.00	0.05
Union Street	Free car park	Free car park	Free car park
Victoria Centre	£325,900.00	£400.00	0.00
Wellington Square	£5,900.00	£12,400.00	2.10
West Street	Free car park	Free car park	Free car park
Wood Street	£800.00	£1,300.00	1.63
Wood Street East	£3,900.00	£400.00	0.10
Wrexham Terrace	£19,300.00	£400.00	0.02

Disley

Table 7 presents the projected annual net revenue, capital cost and payback period for each car park in Disley. This shows that Community Centre car park is projected to payback the cost of implementing the proposals within one year. However, Station Approach car park would take just over five years to payback the cost of implementing the proposals.

Table 7: Projected annual net revenue, capital cost and payback period for car parks in Disley

Car Park	Projected Annual Net Revenue	Projected Capital Cost (exc. VAT)	Payback Period (Years)
Community Centre	£16,300.00	£12,100.00	0.74
Station Approach	£2,400.00	£12,100.00	5.04

Handforth

Table 8 presents the projected annual net revenue, capital cost and payback period for each car park in Handforth. This shows that all car parks, with the exception of Handforth Library, are projected to payback the cost of implementing the proposals

within one year. Handforth Library car park is projected to take just over one year to payback the cost of implementing the proposals.

Table 8: Projected annual net revenue, capital cost and payback period for car parks in Handforth

Car Park	Projected Annual Net Revenue	Projected Capital Cost (exc. VAT)	Payback Period (Years)
Handforth Library	£11,800.00	£12,100.00	1.03
School Road	£40,300.00	£12,600.00	0.31
Wilmslow Road	£62,100.00	£12,700.00	0.20

Haslington

Table 9 presents the projected annual net revenue, capital cost and payback period for Waterloo Road car park. This shows that it is projected to take over 10 years to payback the cost of implementing the proposals.

Table 9: Projected annual net revenue, capital cost and payback period for Waterloo Road car park in Haslington

Car Park	Projected Annual Net Revenue	Projected Capital Cost (exc. VAT)	Payback Period (Years)
Waterloo Road	£1,100.00	£11,900.00	10.82

Holmes Chapel

Table 10 presents the projected annual net revenue, capital cost and payback period for each car park in Holmes Chapel. This shows that both car parks are projected to payback the cost of implementing the proposals within one year.

Table 10: Projected annual net revenue, capital cost and payback period for car parks in Holmes Chapel

Car Park	Projected Annual Net Revenue	Projected Capital Cost (exc. VAT)	Payback Period (Years)
London Road	£40,300.00	£12,400.00	0.31
Parkway	£17,800.00	£12,400.00	0.70

Knutsford

Table 11 presents the projected annual net revenue, capital cost and payback period for each car park in Knutsford. This shows that all car parks are projected to payback the cost of implementing the proposals within one year.

Table 11: Projected annual net revenue, capital cost and payback period for car parks in Knutsford

Car Park	Projected Annual Net Revenue	Projected Capital Cost (exc. VAT)	Payback Period (Years)
King Street	£139,600.00	£400.00	0.00
Old Market Place	£6,800.00	£400.00	0.06
Princess Street	£58,100.00	£400.00	0.01
Silk Mill Street	£40,700.00	£400.00	0.01
Tatton Street	£79,600.00	£3,100.00	0.04

Macclesfield

Table 12 presents the projected annual net revenue, capital cost and payback period for each car park in Macclesfield. This shows that all car parks are projected to payback the cost of implementing the proposals within one year.

The capital costs include reconfiguring the existing pay and display machines in each car park only.

Table 12: Projected annual net revenue, capital cost and payback period for car parks in Macclesfield

Car Park	Projected Annual Net Revenue	Projected Capital Cost (exc. VAT)	Payback Period (Years)
Broken Cross	Free car park	Free car park	Free car park
Christchurch	£24,800.00	£200.00	0.01
Churchill Way	£219,900.00	£200.00	0.00
Commercial Road	£18,100.00	£200.00	0.01
Duke Street	£94,200.00	£200.00	0.00
Exchange Street	£161,700.00	£200.00	0.00
Gas Road	£25,800.00	£200.00	0.01
Grosvenor MSCP	£90,700.00	£200.00	0.00
Hibel Road	£1,600.00	£200.00	0.13
Jordangate MSCP	£40,100.00	£200.00	0.00
Kennedy Avenue	Free car park	Free car park	Free car park
Macclesfield Railway Station	£102,500.00	£200.00	0.00
Old Library	£9,600.00	£200.00	0.02
Park Green	£9,900.00	£200.00	0.02
Parsonage Street	£16,700.00	£200.00	0.01
Pickford Street	£72,400.00	£200.00	0.00
Princes Way	Free car park	Free car park	Free car park
Sunderland Street	£22,600.00	£200.00	0.01
Town Hall	£15,500.00	£200.00	0.01
Waters Green	£56,300.00	£200.00	0.00
Whalley Hayes	£106,900.00	£200.00	0.00

Church Street, Waters Green On-Street Parking Place - Single Yellow Line Restriction

The proposal to remove the existing on-street parking place (capacity for approximately three cars) at the bottom of Church Street by Waters Green car park and replace with a single yellow line restriction is projected to cost approximately £1,400.

Although this change to on-street parking places will not generate any revenue for the council, it will improve road safety and also be covered by the projected surplus for Macclesfield.

Middlewich

Table 13 presents the projected annual net revenue, capital cost and payback period for each car park in Middlewich. This shows that all car parks, with the exception of Seabank, are projected to payback the cost of implementing the proposals within one year. Seabank car park is projected to take just over two years to payback the cost of implementing the proposals.

Table 13: Projected annual net revenue, capital cost and payback period for car parks in Middlewich

Car Park	Projected Annual Net Revenue	Projected Capital Cost (exc. VAT)	Payback Period (Years)
Civic Way	£33,400.00	£13,100.00	0.39
Seabank	£6,100.00	£12,600.00	2.07
Southway	£23,900.00	£12,400.00	0.52

Nantwich

Table 14 presents the projected annual net revenue, capital cost and payback period for each car park in Nantwich. This shows that all car parks are projected to payback the cost of implementing the proposals within one year.

The capital costs include reconfiguring the existing pay and display machines in each car park only.

Table 14: Projected annual net revenue, capital cost and payback period for car parks in Nantwich

Car Park	Projected Annual Net Revenue	Projected Capital Cost (exc. VAT)	Payback Period (Years)
Bowling Green	£72,500.00	£200.00	0.00
Church Lane	£41,800.00	£200.00	0.00
Civic Hall	£178,600.00	£200.00	0.00
Dysart Buildings	£21,600.00	£200.00	0.01
First Wood Street	£55,800.00	£200.00	0.00
Love Lane	£158,100.00	£200.00	0.00

Car Park	Projected Annual Net Revenue	Projected Capital Cost (exc. VAT)	Payback Period (Years)
Market Area	£5,300.00	£200.00	0.04
Snow Hill	£286,900.00	£200.00	0.00

Poynton

Table 15 presents the projected annual net revenue, capital cost and payback period for Civic Hall car park. This shows that it is projected to payback the cost of implementing the proposals within one year.

Table 15: Projected annual net revenue, capital cost and payback period for Civic Hall car park in Poynton

Car Park	Projected Annual Net Revenue	Projected Capital Cost (exc. VAT)	Payback Period (Years)
Civic Hall	£31,300.00	£18,300.00	0.58

Prestbury

Table 16 presents the projected annual net revenue, capital cost and payback period for each car park in Prestbury. This shows that both car parks are projected to payback the cost of implementing the proposals within one year.

Table 16: Projected annual net revenue, capital cost and payback period for car parks in Prestbury

Car Park	Projected Annual Net Revenue	Projected Capital Cost (exc. VAT)	Payback Period (Years)
The Shirleys	£81,100.00	£12,700.00	0.16
Springfields	£61,300.00	£12,500.00	0.20

Sandbach

Table 17 presents the projected annual net revenue, capital cost and payback period for each car park in Sandbach. This shows that all car parks, with the exception of Crown Bank, are projected to payback the cost of implementing the proposals within one year.

The capital cost for Crown Bank car park includes equipment that it would share with Hawk Street and Well Bank car parks, which is why the cost is much higher. This includes a Pay & Display machine, feeder pillar, signage, poles etc. If the capital cost were split evenly across the three car parks, this would show that the payback period for implementing the proposals at this car park would also be under one year.

Table 17: Projected annual net revenue, capital cost and payback period for car parks in Sandbach

Car Park	Projected Annual Net Revenue	Projected Capital Cost (exc. VAT)	Payback Period (Years)
Brookhouse Road	£120,100.00	£17,900.00	0.15
Chapel Street	£56,600.00	£12,700.00	0.22
Crown Bank	£7,800.00	£11,700.00	1.50
Hawk Street	£7,800.00	£400.00	0.05
Well Bank	£9,900.00	£200.00	0.02
Westfields	£58,000.00	£12,800.00	0.22

M6 Junction 17 Parking Place

The projected capital cost for implementing the proposed £3.40 flat rate tariff at the parking place located by M6 Junction 17 is £1,100. The capital cost is lower than other free car parks because this is proposed to operate as a PaybyPhone (app only) car park.

No utilisation data was available for this car park, but anecdotal evidence suggests this car park is well used. Assuming that the car park averaged being half full (six vehicles), the council would generate a projected annual net revenue of approximately £5,000. This means the payback period would be within one year.

Shavington

Table 18 presents the projected annual net revenue, capital cost and payback period for Queen Street car park. This shows that it is projected to payback the cost of implementing the proposals within two-and-a-half years.

Table 18: Projected annual net revenue, capital cost and payback period for Queen Street car park in Shavington

Car Park	Projected Annual Net Revenue	Projected Capital Cost (exc. VAT)	Payback Period (Years)
Queen Street	£5,700.00	£12,400.00	2.18

Wilmslow

The capital costs include reconfiguring the existing pay and display machines in each car park only.

Table 19 presents the projected annual net revenue, capital cost and payback period for each car park in Wilmslow. This shows that all car parks are projected to payback the cost of implementing the proposals within one year.

The capital costs include reconfiguring the existing pay and display machines in each car park only.

Table 19: Projected annual net revenue, capital cost and payback period for car parks in Wilmslow

Car Park	Projected Annual Net Revenue	Projected Capital Cost (exc. VAT)	Payback Period (Years)
Broadway Meadow	£95,000.00	£200.00	0.00
Rex/ Hoopers	£140,200.00	£200.00	0.00
South Drive	£255,900.00	£200.00	0.00
Spring Street MSCP	£197,800.00	£200.00	0.00
The Carrs	£43,900.00	£200.00	0.00

On-Street Parking Places

This section presents the capital costs for proposed changes to on-street parking places in Wilmslow.

Although the proposed changes to on-street parking places will not generate any revenue for the council, it will improve road safety and also be covered by the projected surplus for Wilmslow.

Alderley Road Service Road North – Double Yellow Line Restriction

The proposal to replace the existing single yellow line restriction with a double yellow line restriction on Alderley Road Service Road North, between Green Lane and the Service Road is projected to cost approximately £2,200.

Alderley Road Service Road South – Double Yellow Line Restriction

The proposal to introduce double yellow lines on the unrestricted section of road between Parkway and Broadway on Alderley Road Service Road South is projected to cost approximately £2,200.