

Car Park Charges - Golden Acre Park, Middleton Park, Roundhay Park, Otley Chevin and Temple Newsam

Date: 14th May 2024

Report of: Head of Commercial and Estates

Report to: Chief Officer Climate Energy and Green Spaces, Chief Officer (Highways and Transportation) and Chief Officer, Elections and Regulatory

Will the decision be open for call in? Yes No

Does the report contain confidential or exempt information? Yes No

Brief summary

Reports to the Chief Officer Climate, Energy and Green Spaces earlier this year (D57065 on 4 January 2024 and D57267 on 13 March 2024) noted findings of a public consultation on the principle of introducing modest car parking charges at Golden Acre Park, Middleton Park, Otley Chevin Forest Park, Roundhay Park, and Temple Newsam. The reports supported the proposal, subject to meeting the regulatory requirements, for introduction of off-street parking charges at these locations.

This report sets out the relevant legal requirements and key considerations required to implement all necessary arrangements to the Chief Officer, Highways and Transportation as per the Council's scheme of delegation for the introduction of off-street charging at the locations specified above.

This report therefore seeks approval for the introduction of car park charging in the public car parks shown in appendix A, along with approval to commence the Traffic Regulation Order (TRO) procedure.

Recommendations

The Chief Officer, Elections and Regulatory, the Chief Officer, Climate, Energy and Green Spaces and Chief Officer, Highways and Transportation are recommended to:

- a) note the contents of this report and approve the introduction of car parking charges at Golden Acre Park, Middleton Park Bike Hub, Otley Chevin Forest Park, Roundhay Park and Temple Newsam, and to approve the introduction of 2 hour maximum stay at Oakwood Clock car park.
- b) note, subject to the Parking Places Order being sealed and made, that the Chief Officer, Elections and Regulatory is delegated to operate the off-street car parking and associated decriminalisation and issuing of parking contravention notices.

The Chief Officer (Highways & Transportation) is requested to:

- c) instruct the City Solicitor to advertise a draft Parking Places Order in respect of those off-street car parks detailed in Appendix 1, and if no valid objections are received, to make and seal the Order as advertised; and
- d) instruct the City Solicitor to advertise a draft Traffic Regulation Order to introduce No Waiting At Any Time restrictions to protect access to the car parks and if no valid objections are received to make and seal the order as advertised
- e) note the timescales for implementation and that before and after surveys will be undertaken in the streets around the above car parks and that, should further restrictions be required, these will be subject to further recommendations fully funded from the Climate, Energy and Green Spaces directorate and reported to the Chief Highways Officer.

What is this report about?

- 1 This report seeks approval for the introduction of car park charging at Golden Acre Park, Middleton Park, Otley Chevin Forest Park, Roundhay Park, and Temple Newsam along with approval to commence the Traffic Regulation Order (TRO) procedure as set out in the recommendations.

What impact will this proposal have?

- 2 Proposals to introduce car park charges at these sites were subject to public consultation in autumn/winter 2023/24. In general, there was clear opposition, although the consultation results were largely in accordance with the more detailed aspects of the proposal. A summary of the proposals are as follows and are noted in detail in the attached background paper.
 - To introduce a modest parking charge to fund car park surface improvements, bay marking, signage, safe access for pedestrians and ongoing maintenance.
 - Drivers would pay a charge for each visit, although there is potential for a season ticket option to be introduced for those who regularly visit.
 - 'Blue Badge' holders would be exempt from paying car park charges.
 - A range of payment methods would be offered including credit or debit card, mobile phone, or cash payment for pre-paid tickets. Cash payments on-site are not proposed due to the risk of theft and/or vandalism.
 - The need for measures to prevent overspill parking would be assessed after introducing any charges if this was a problem, for example by introducing double yellow lines.
 - The Oakwood Clock car park adjacent to Roundhay Park will not be charged as it was recognised, through the consultation process, that it is serving local shops rather than the park. However, it is proposed that a Traffic Regulation Order is introduced to limit parking to 2 hours to encourage a greater turnover of vehicles to support local trade and allow enforcement of disabled bays.
- 3 Implementing these proposals will require a Traffic Regulation Order (TRO) to charge and enforce payment via Penalty Charge Notices.
- 4 There are benefits to the highway network of introducing car park charges, as it would encourage more people to consider walking, car sharing or using public transport to visit parks. The introduction of marked bays would mean that spaces would be allocated more efficiently, and this coupled with improved turnover of spaces would result in a more effective use of parking spaces. These measures would therefore relieve pressures on car parks at peak periods and contribute to improved air quality linked to more general climate change objectives with fewer car journeys anticipated. There are also added health benefits to those choosing to use an alternative to a personal vehicle to travel to these parks.

How does this proposal impact the three pillars of the Best City Ambition?

Health and Wellbeing

Inclusive Growth

Zero Carbon

5 The proposal contributes to the Best City Ambition as follows.

- Health and wellbeing: Without a sustainable funding stream, the city's parks and green spaces will deteriorate, and create health and safety risks. By maintaining our green spaces, we are enabling every community in the city to have safe connected spaces, streets and paths to access a local park or green space, providing somewhere to be active and to play, helping to improve mental and physical health across all ages. The proposal also supports health and wellbeing by nudging people towards using active travel such as walking and cycling to get to parks, rather than cars. The reduction in car use that could potentially result as an outcome of this proposal would also contribute to cleaner, healthier air in the city.
- In 2030 Leeds will have made rapid progress towards carbon neutrality reducing our impact on the planet and doing so in a fair way which improves standards of living in all the city's communities, by encouraging people to use sustainable transport options such as walking, cycling and taking the bus for journeys to the park instead of cars. As part of the scheme, the installation of electric vehicle charging infrastructure will be considered and implemented where feasible.

What consultation and engagement has taken place?

Wards affected:

Have ward members been consulted?

Yes

No

6 The consultation undertaken by Climate, Energy and Green Spaces informed the key considerations of the principle of introduction of charging in these specific car parks and was therefore non statutory. Whilst there was clear opposition, the consultation results were largely in accordance with the more detailed aspects of the proposal as set out in the background papers.

What are the resource implications?

7 The proposed charges for vehicles in a standard parking bay are as follows:

- £1 up to 2 hours.
- £2.50 for half a day
- £4 for a full day
- Season ticket: £10 per month or £80 per annum
- Free for blue badge holders

8 Coach parking will be free where dedicated spaces have been made available.

9 Payment by credit card or via the app will incur a charge of 25p per transaction, this incorporates the banking fees, company revenue and VAT.

10 Provision has been made to introduce TROs if required to manage and control parking on the adjacent highway, for example, the introduction of double yellow lines. This is detailed below.

What are the key risks and how are they being managed?

11 Analysis of the consultation responses shows that there is opposition in principle to introducing car park charges at these car parks most likely because residents were being asked if they agree paying for something that has previously always been 'free'. Any substantive objections will be addressed as part of statutory consultation undertaken to introduce the Parking Place Orders for the car parks – this may also extend to any peripheral Traffic Regulation Order to introduce No Waiting At Any Time restrictions on the entrances to the car parks.

- 12 It is recognised that there may be the potential for displaced parking onto the adjacent highway network. Any obstruction to the highway or any other resulting road safety concern would be closely monitored before the instigation of the Parking Place Orders. Highways & Transportation's Traffic Engineering service will support this approach by conducting detailed before and after surveys of the surrounding roads and reporting the results to the relevant Chief Officers.
- 13 At Temple Newsam and Roundhay Park, it is also recognised that the introduction of parking charges could encourage people to park on fields. Within this proposal this has been addressed by including the areas considered at risk within the proposal. On the days when these areas are used for overflow car parking this will allow charges to be enforced but on days when parking is not permitted, it will allow the current illegal parking to be enforced. This will be to the benefit of other park users and also prevent damage to the greenspaces.
- 14 The proposal to allow coaches to park for free is to reflect the number of schools that visit Temple Newsam and to enable this location to continue to provide a valuable educational asset to the city.
- 15 The orders will also include a no overnight vehicular occupation. This will still allow vehicles to be left empty overnight, which happens at the sites that provide parking where people can purchase alcohol such as Roundhay Golf Club car park but it prevents overnight camping.
- 16 Subject to the findings of these before/after surveys recommendations for additional Traffic Regulation Orders to manage parking using No Waiting "At Any Time" restrictions will be prepared and presented to the Chief Officer (Highways & Transportation). Any additional TRO and accompanying works will be funded by Climate, Energy and Green Spaces and go through the appropriate statutory reporting process.

What are the legal implications?

- 17 An assessment has been made of the deeds relating to these car parks and there is nothing within any of them that prevents the introduction of car parking charges.
- 18 It should be noted that, although Wades Charity own much of Middleton Park, they do not own the land where the bike hub and associated car park is located, which is where the Parking Places Order is proposed.
- 19 The Council has the power to provide off-street parking places alongside the No waiting at any Time under the Road Traffic Regulation Act 1984 alongside Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. Those powers include introducing a charge for car parking and the enforcement of that charge. The procedure for making a car park Order includes requirements for advertising and consultation, and consideration of the objections, if received.
- 20 Whilst it is proposed that Blue Badge Holders are exempt from charging, enforcement for parking in these bays for non badge holders will be via Penalty Charge Notice.
- 21 The charge in the event of non-payment is as follows - A penalty charge of £70 on the issue of a Penalty Charge Notice (PCN) for higher level contraventions and £50 on the issue of a PCN for lower level contraventions in accordance with the Civil Enforcement of Parking Contraventions (Guidelines on Levels of Charges) (England) Order 2007, but discounted by 50% if payment is received within 14 days of the issue of the PCN or within 21 days for PCNs issued by post. The Chief Officer, Elections and Regulatory is delegated to operate the off-street car parking and associated decriminalisation and issuing of parking contravention notices as set out in the recommendations.

22 In preparing and determining the proposals set out in this report, the Council is required to have regard to the provisions of the Equality Act 2010. It is considered that the proposals set out in this report are proportionate.

23 This is a key decision and is subject to call in.

Options, timescales and measuring success

What other options were considered?

24 Charging was determined to be the most viable option to improve the car parks and sustain funding for maintenance in the medium to long term.

How will success be measured?

25 Success will be subject to the outcome of the statutory process but, if implemented would enable improvements to be made to car park infrastructure and maintenance.

What is the timetable and who will be responsible for implementation?

26 Parking Place Orders to implement charging will be developed and implemented by Parking Services in conjunction with Traffic Engineering.

27 Subject to the outcome of the statutory process, the order will either be abandoned or, if the Order is proceeded with, it is anticipated that this would take around 5 months to move to implementation. Once this is completed, then preparations could be made on site to install signage and payment machines anticipated to be completed within one month of PPO implementation.

28 Advance surveys will be undertaken prior to the implementation of any PPO. Post-implementation surveys will take place around 3 months following the introduction of charges, to allow any change in behaviours to take effect.

29 Any required TRO will be implemented following recommendations to the Chief Officer (Highways & Transportation). TROs typically take 6-9 months to implement depending on the level of objections received.

Appendices

- Appendix 1- Car Park Locations
- Appendix 2- EDCI

Background papers

- Car Park Charges Golden Acre and Otley Chevin ([Council and democracy \(leeds.gov.uk\)](https://www.leeds.gov.uk/council-and-democracy))
- Car Park Charges Middleton Park, Roundhay and Temple Newsam ([Council and democracy \(leeds.gov.uk\)](https://www.leeds.gov.uk/council-and-democracy))