

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

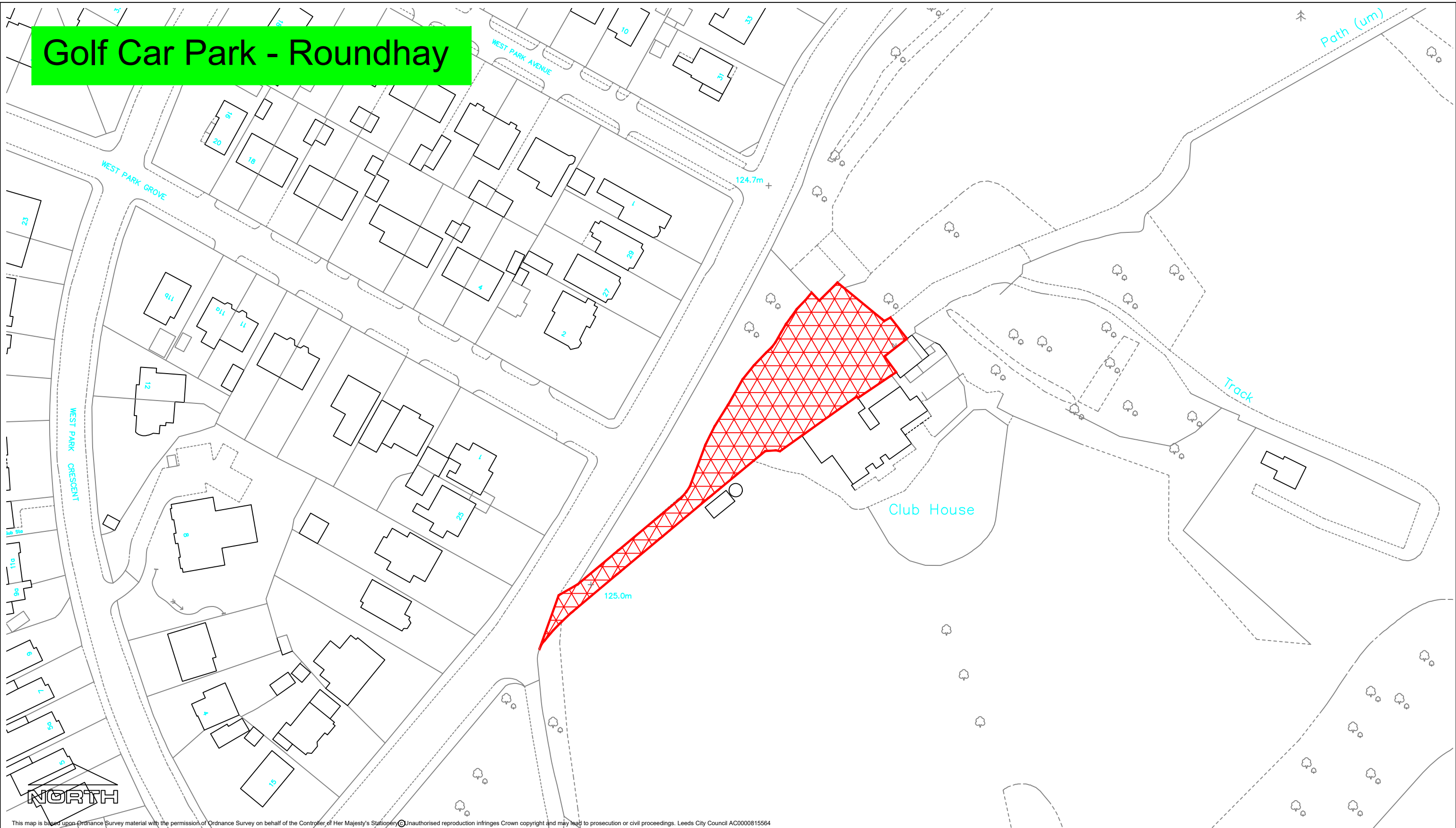
Background papers

- 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))

Appendices

- Appendix One: Car Park Locations
 1. TLD2033-LCC-V1-XX-DR-L-0021 Location Plan Rndhay Golf.pdf
 2. TLD2033-LCC-V1-XX-DR-L-0022 Location Plan Tmple Relief CP.pdf
 3. TLD2033-LCC-V1-XX-DR-L-0023 Location Plan Tmple Event CP.pdf
 4. TLD2033-LCC-V1-XX-DR-L-0024 Location Plan Tmple Event Field.pdf
 5. TLD2033-LCC-V1-XX-DR-L-0025 Location Plan Tmple Gate Lodge.pdf
 6. TLD2033-LCC-V1-XX-DR-L-0026 Location Plan Tmple Whitehead.pdf
 7. TLD2033-LCC-V1-XX-DR-L-0027 Location Plan Tmple Rose Gdn.pdf
 8. TLD2033-LCC-V1-XX-DR-L-0028 Location Plan Tmple Main.pdf
 9. TLD2033-LCC-V1-XX-DR-L-0029 Location Plan Tmple House.pdf
 10. TLD2033-LCC-V1-XX-DR-L-0030 Location Plan Tmple Elm 1of 2.pdf
 11. TLD2033-LCC-V1-XX-DR-L-0031 Location Plan Tmple Elm 2of 2.pdf
 12. TLD2033-LCC-V1-XX-DR-L-0032 Location Plan Rndhay Oak.pdf
 13. TLD2033-LCC-V1-XX-DR-L-0033 Location Plan Rndhay Tram.pdf
 14. TLD2033-LCC-V1-XX-DR-L-0034 Location Plan Tmple Golf.pdf
 15. TLD2033-LCC-V1-XX-DR-L-0035 Location Plan Rndhay Mansion Ln.pdf
 16. TLD2033-LCC-V1-XX-DR-L-0036 Location Plan Rndhay Mansion CP.pdf
 17. TLD2033-LCC-V1-XX-DR-L-0037 Location Plan Rndhay Lake.pdf
 18. TLD2033-LCC-V1-XX-DR-L-0038 Location Plan Rndhay Wetherby Rd.pdf
 19. TLD2033-LCC-V1-XX-DR-L-0039 Location Plan Soldiers Field West.pdf
 20. TLD2033-LCC-V1-XX-DR-L-0040 Location Plan Soldiers Field East.pdf
 21. TLD2033-LCC-V1-XX-DR-L-0041 Location Plan Gacre Otley Rd.pdf
 22. TLD2033-LCC-V1-XX-DR-L-0042 Location Plan Gacre Arthington.pdf
 23. TLD2033-LCC-V1-XX-DR-L-0043 Location Plan Chevin YorkG.pdf
 24. TLD2033-LCC-V1-XX-DR-L-0044 Location Plan Chevin SupView.pdf
 25. TLD2033-LCC-V1-XX-DR-L-0045 Location Plan Chevin EastQuarry.pdf
 26. TLD2033-LCC-V1-XX-DR-L-0046 Location Plan Chevin UpperShaw.pdf
 27. TLD2033-LCC-V1-XX-DR-L-0047 Location Plan Chevin LowerShaw.pdf
 28. TLD2033-LCC-V1-XX-DR-L-0048 Location Plan Middleton Bike.pdf

Golf Car Park - Roundhay



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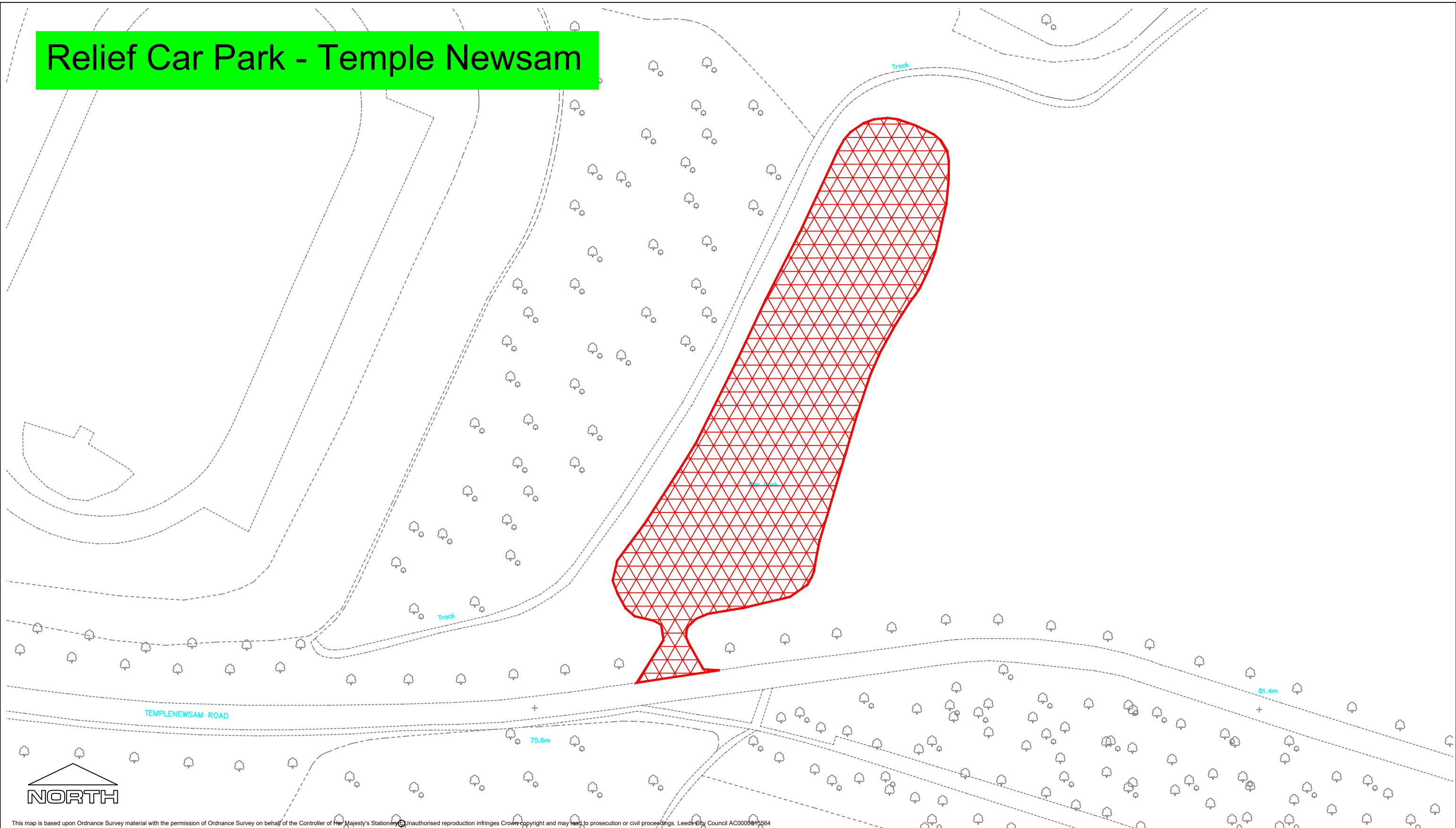
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Revision number	Date	Description
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Leeds City Council	
Project: Proposed Traffic Regulation Order	
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Relief Car Park - Temple Newsam




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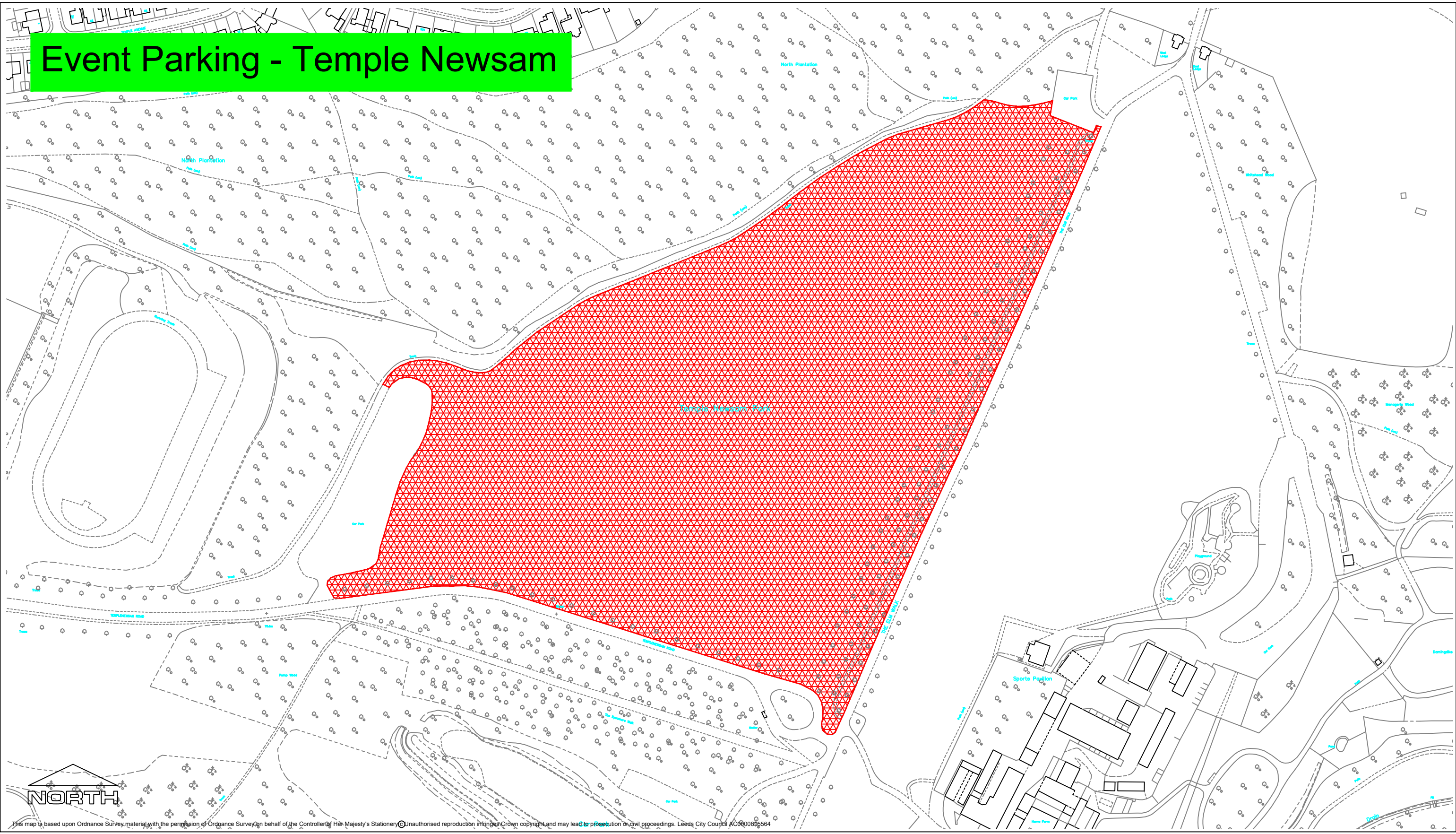
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Project: Relief Car Park - Temple Newsam Rd	
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Event Parking - Temple Newsam



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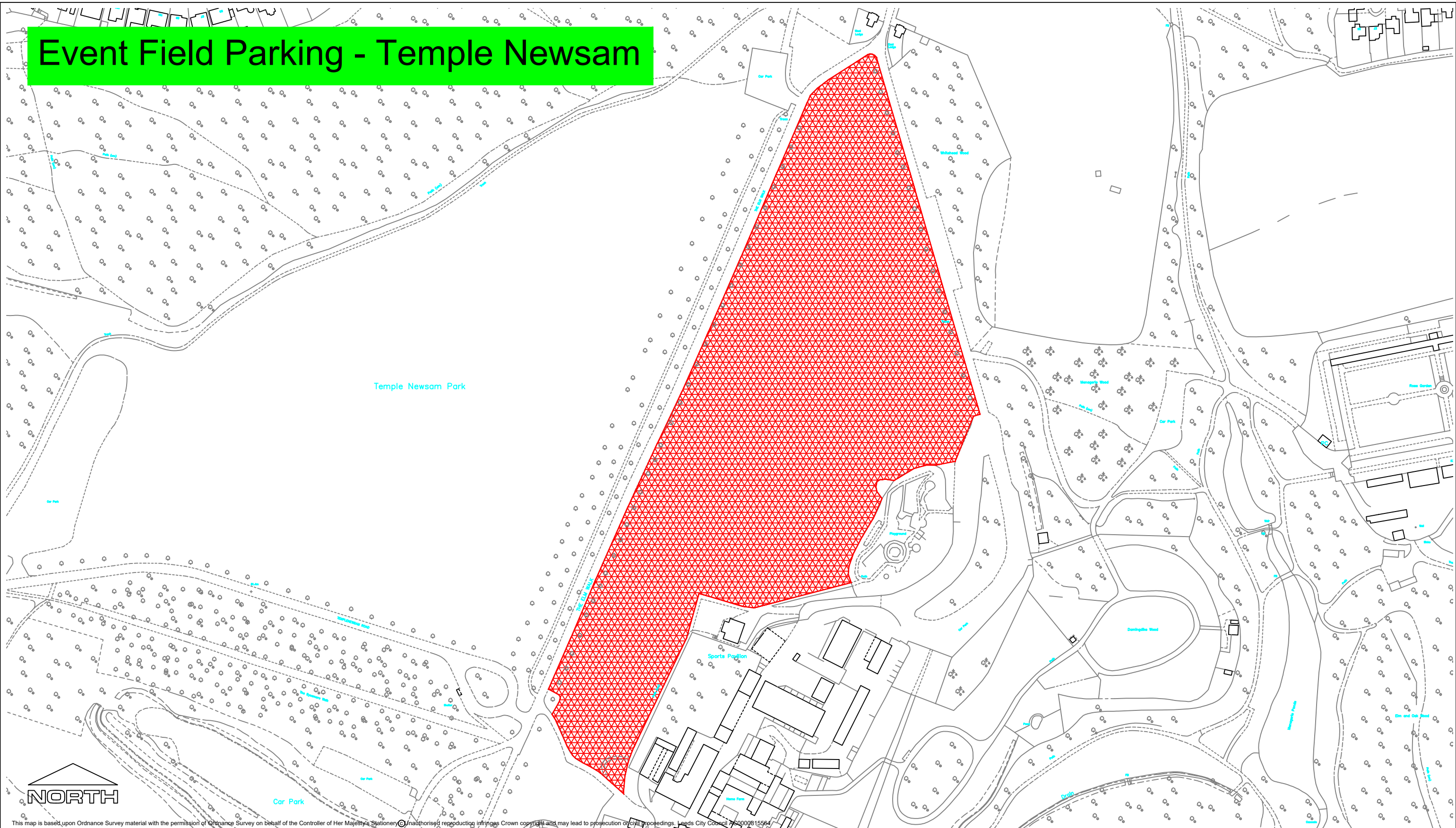
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Project: Proposed Traffic Regulation Order	
Title: Event Parking - Temple Newsam Rd	
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Event Field Parking - Temple Newsam



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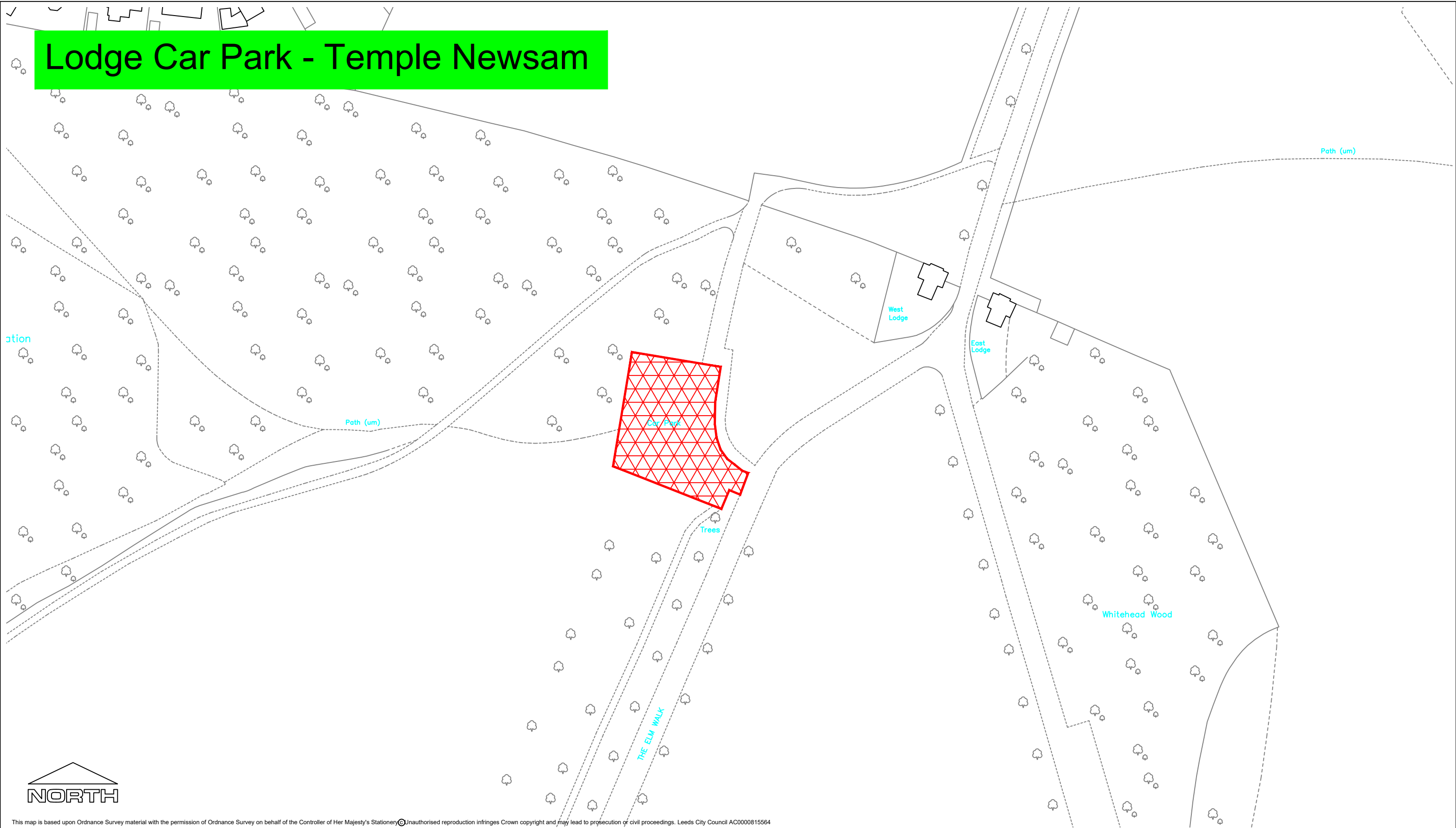
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Project Proposed Traffic Regulation Order	
Title Event Field - Elm Tree Walk	
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Lodge Car Park - Temple Newsam




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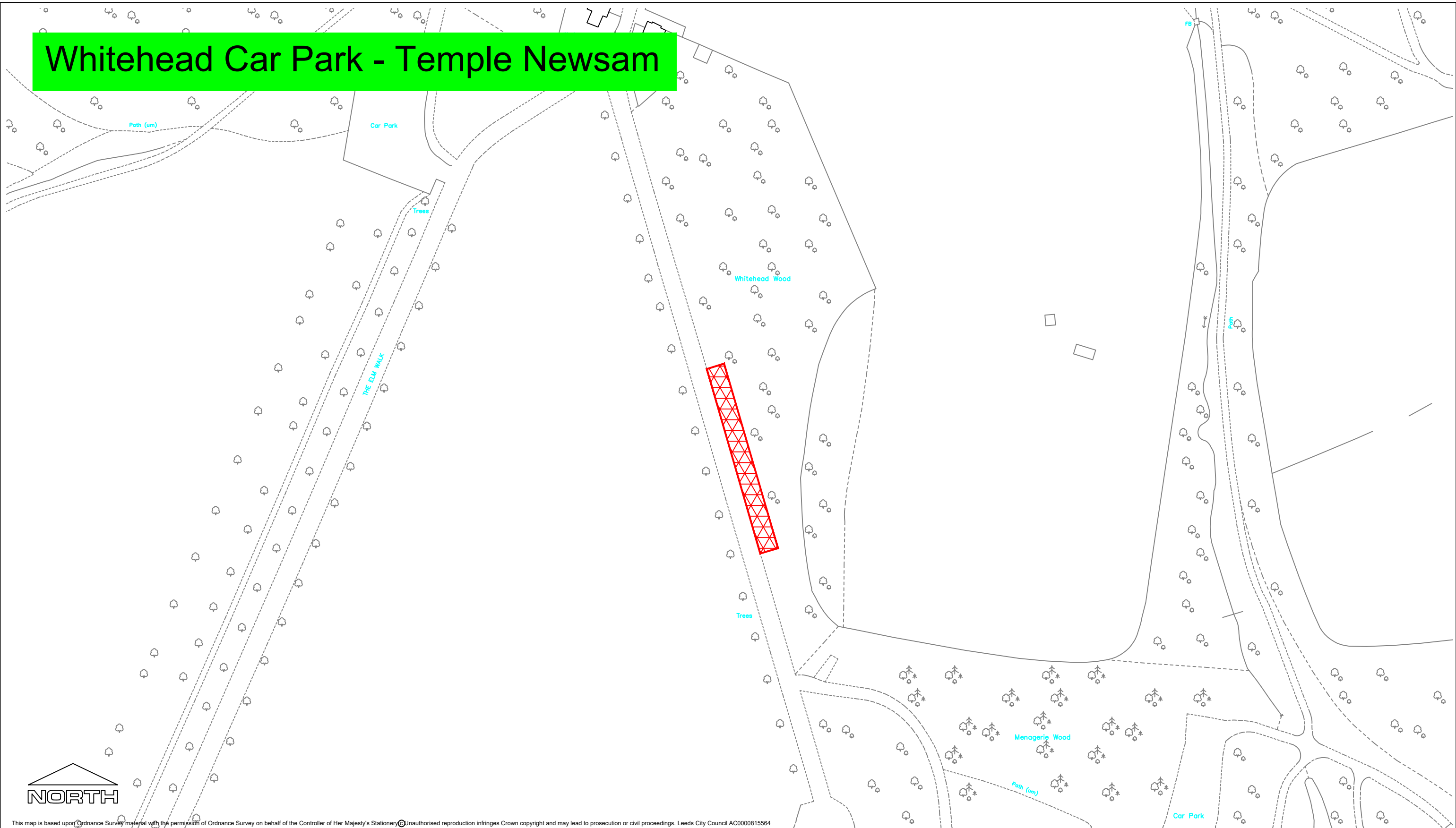
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Title Lodge Car Park - Temple Newsam	
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Whitehead Car Park - Temple Newsam



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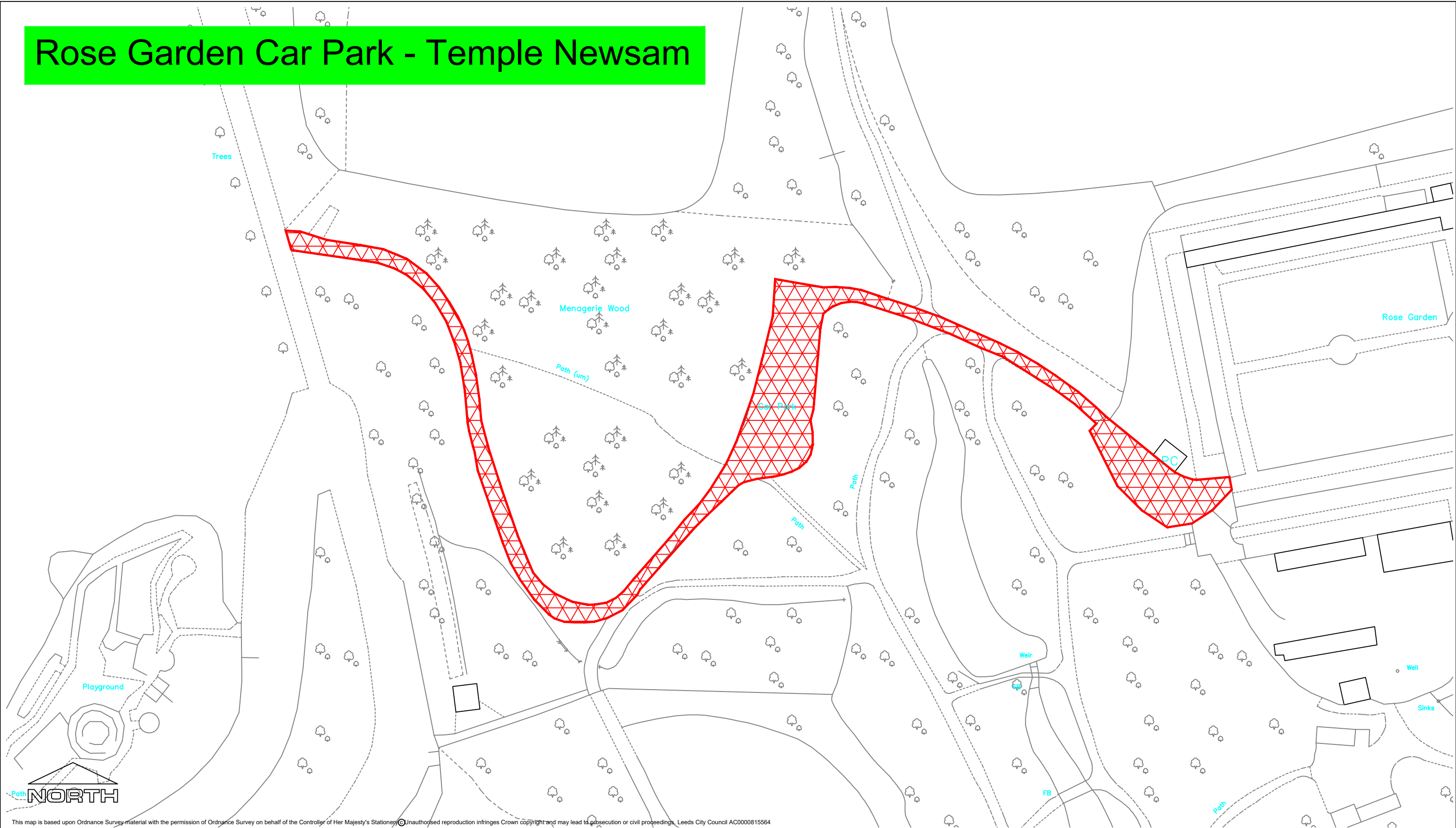
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Rose Garden Car Park - Temple Newsam




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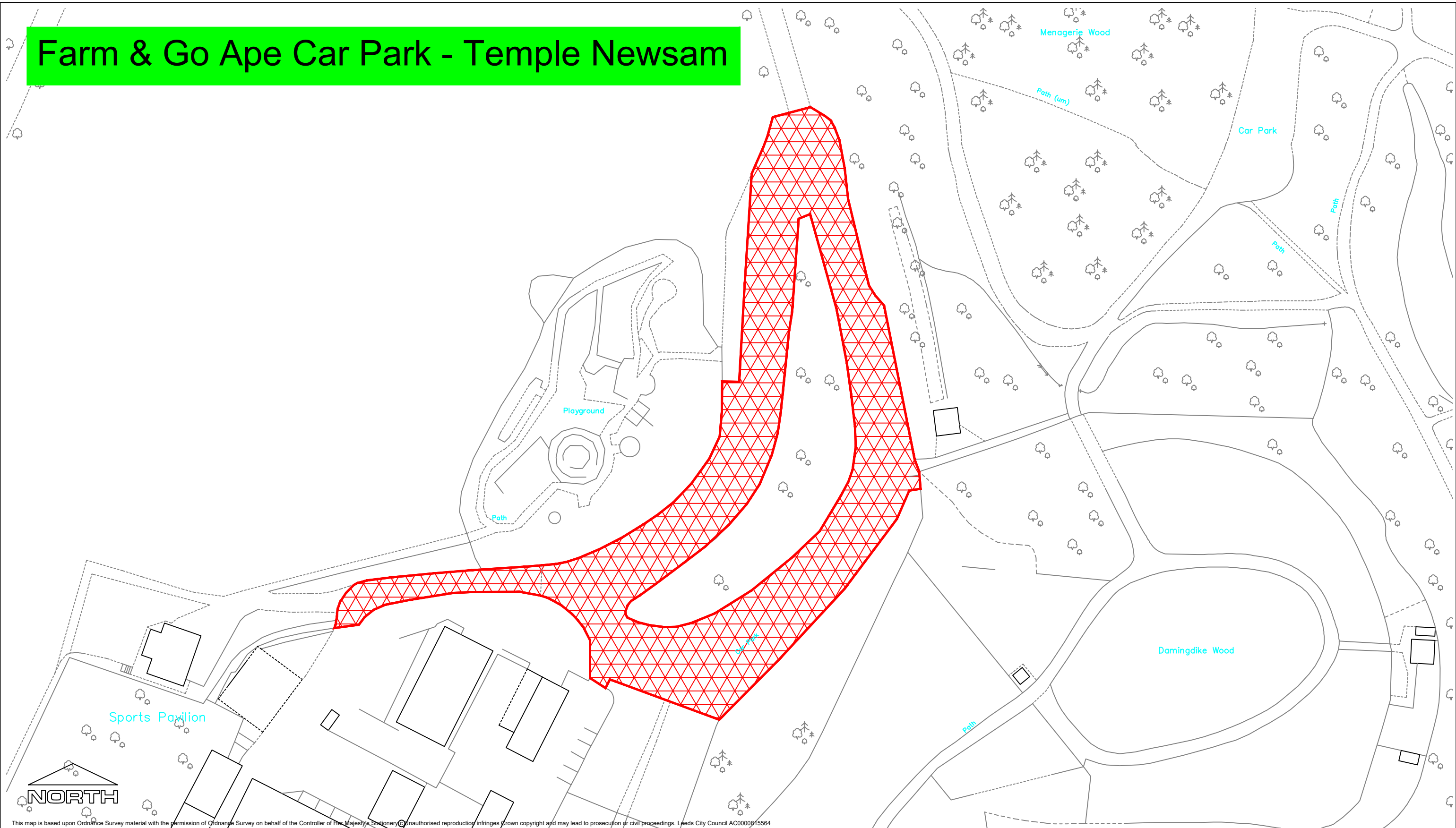
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Project: Proposed Traffic Regulation Order	
Title: Rose Garden Car Park - Temple Newsam	
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Farm & Go Ape Car Park - Temple Newsam




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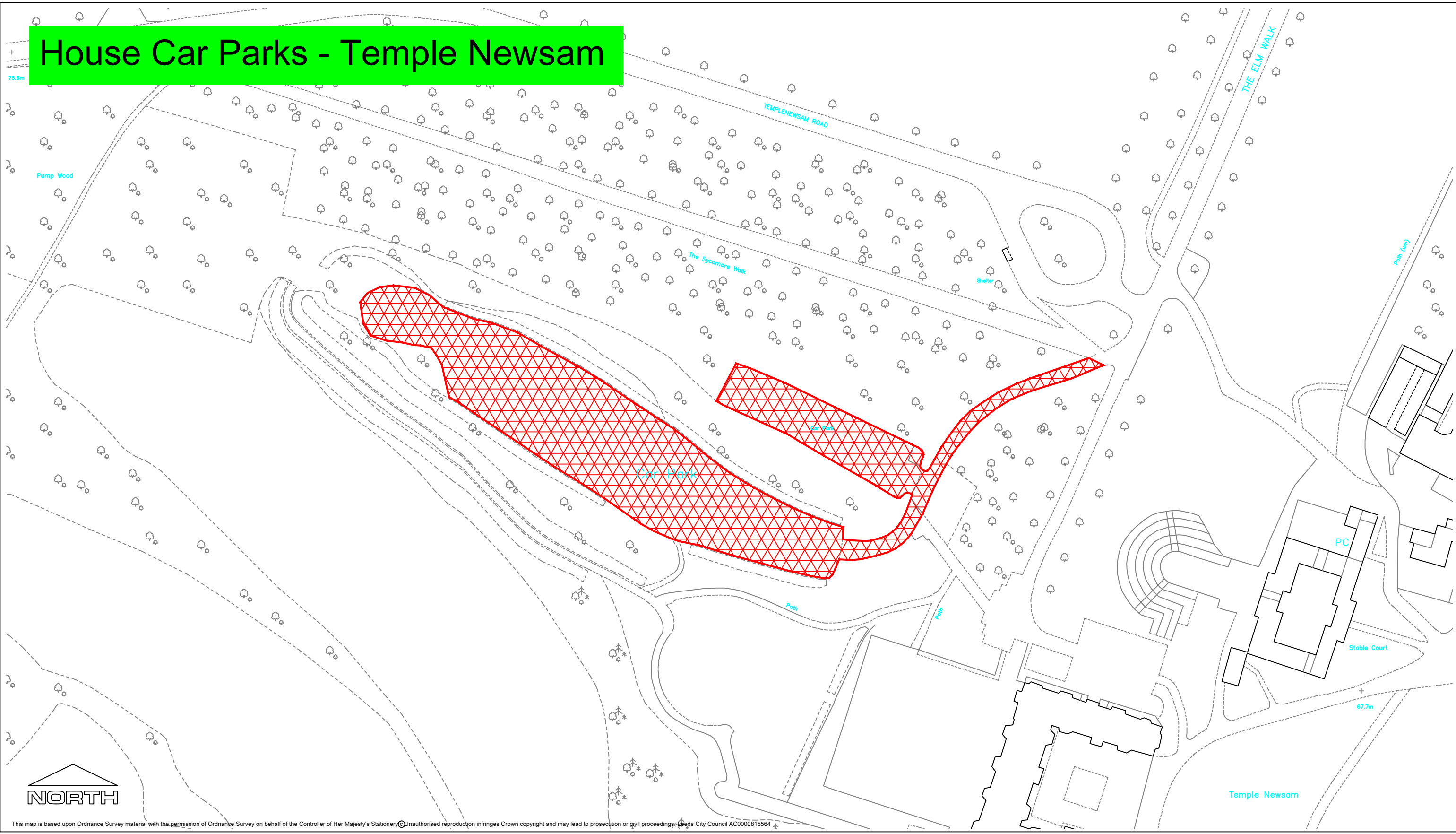
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Climate, Energy and Greenspaces Hall Lane Farnley Leeds LS12 5HA	
	
Project Proposed Traffic Regulation Order	
Title Main Car Park Farm & Go Ape - Temple Newsam	
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House Car Parks - Temple Newsam



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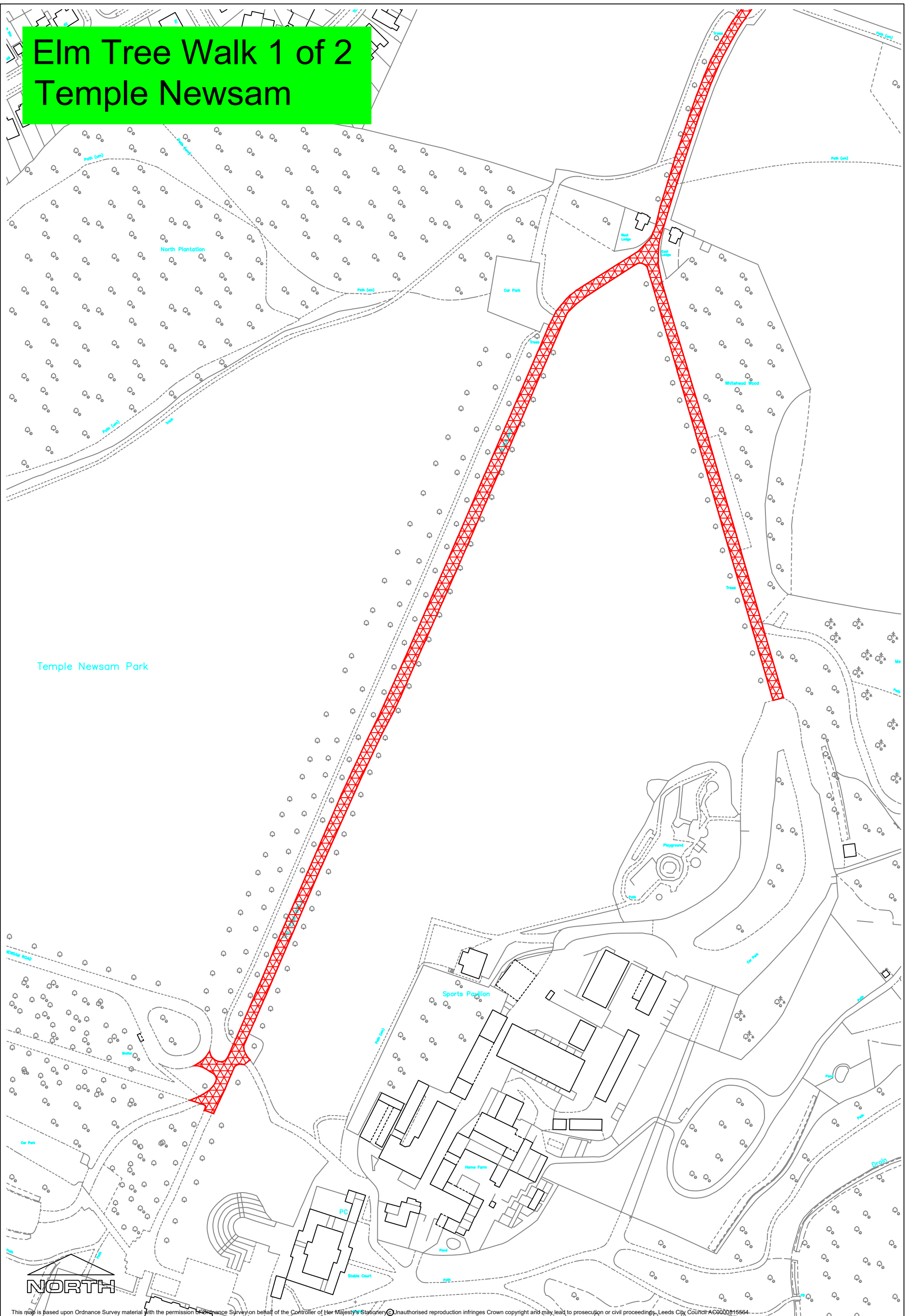
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Project: Proposed Traffic Regulation Order	
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Elm Tree Walk 1 of 2

Temple Newsam



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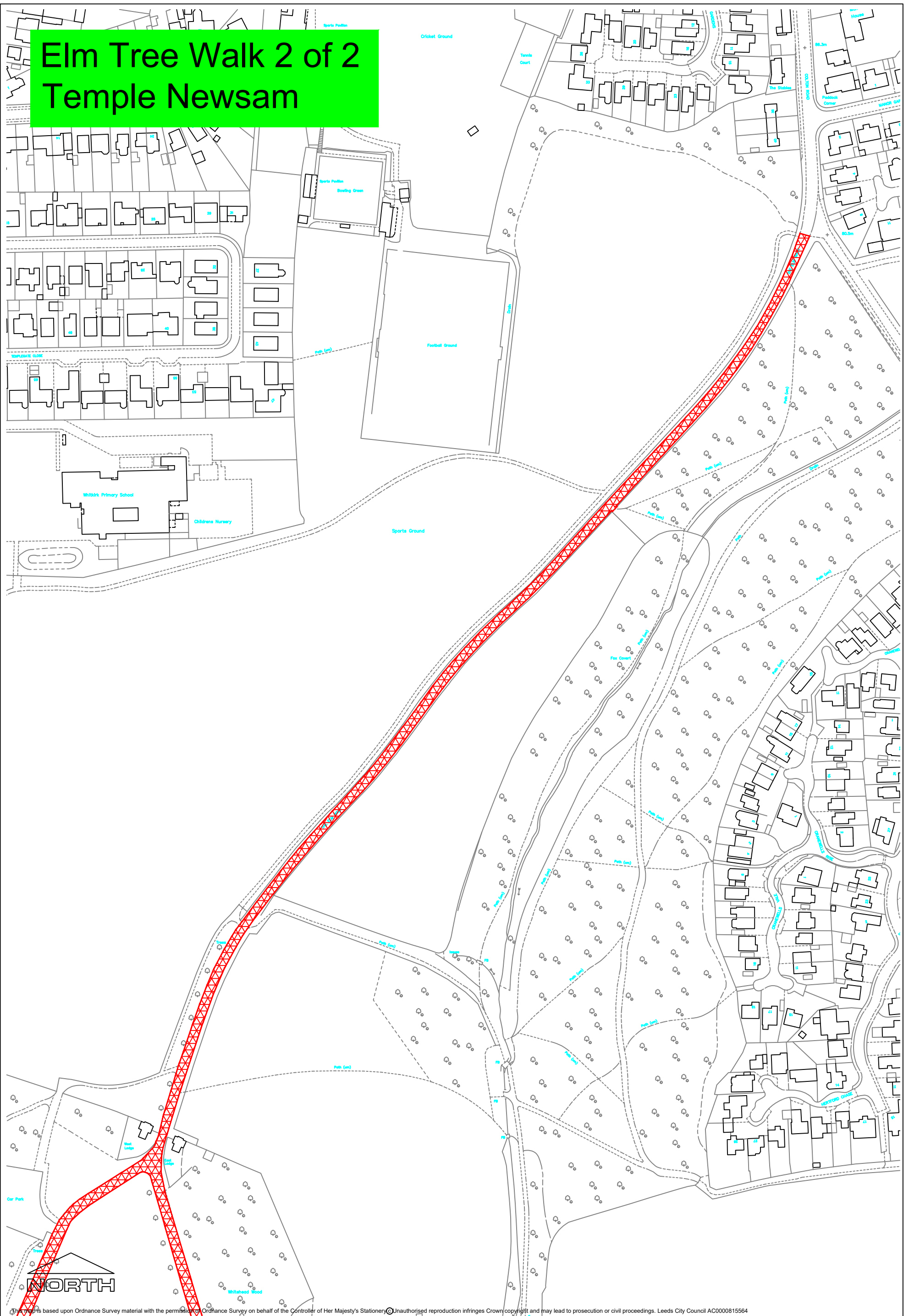
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1	22.05.24	Issue 1

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Project Proposed Traffic Regulation Order			
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Drawn DB	Scale 1:2000@A3	Date 22.05.24	Checked PC
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Elm Tree Walk 2 of 2 Temple Newsam



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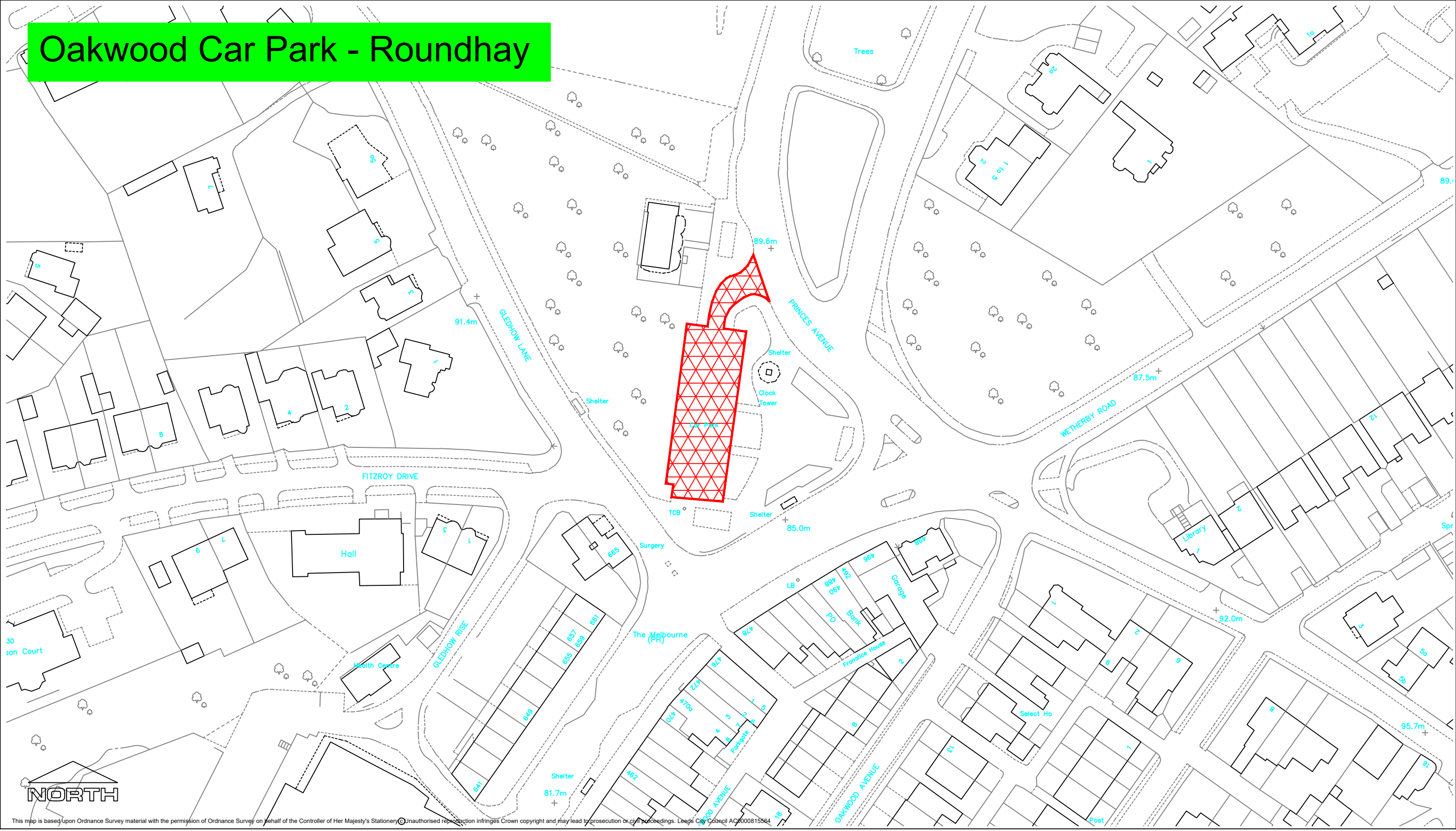
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Project: Proposed Traffic Regulation Order	
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Oakwood Car Park - Roundhay



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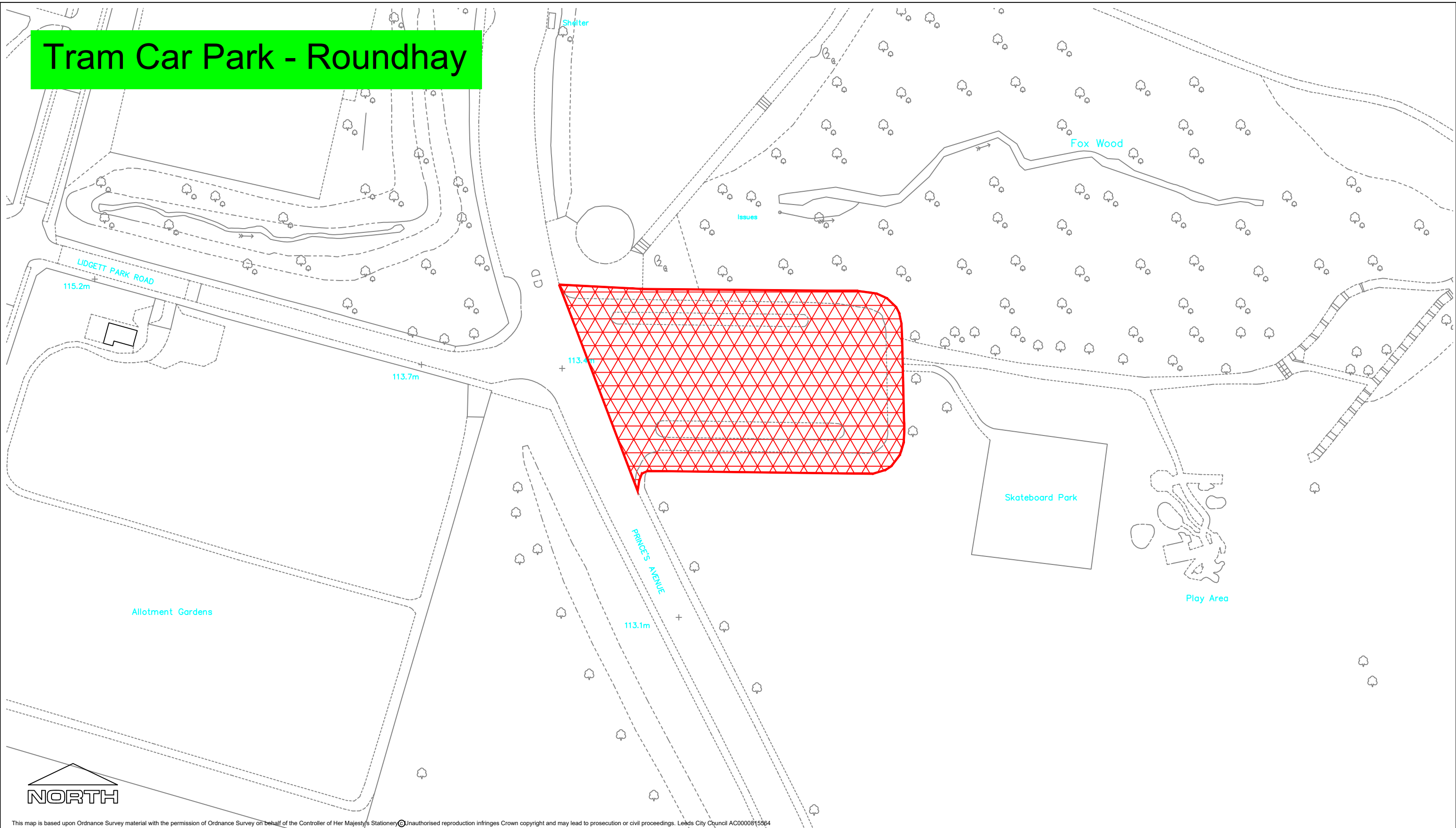
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Revision number	Date	Description
1	22.05.24	Issue 1

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Farnley	
Leeds	
LS12 5HA	
Leeds City Council	
Project: Proposed Traffic Regulation Order	
Title: Oakwood Car Park - Roundhay Park	
Drawn: DB	Scale: 1:1000@A3
Date: 22.05.24	Checked: PC
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Tram Car Park - Roundhay



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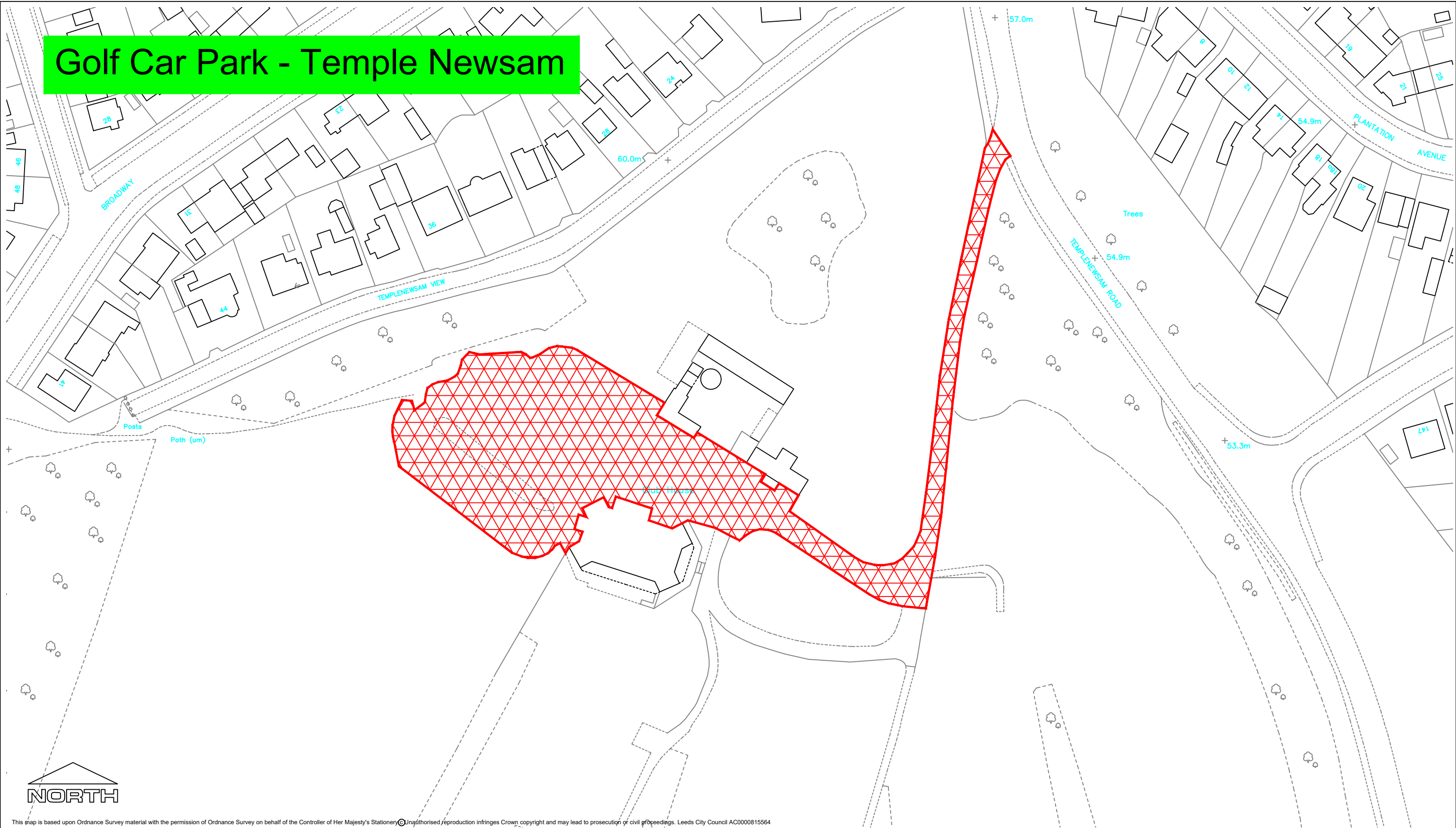
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Revision number	Date	Description
1	22.05.24	Issue 1

Climate, Energy and Greenspaces Hall Lane Farnley Leeds LS12 5HA	
Leeds CITY COUNCIL	
Project Proposed Traffic Regulation Order	
Title Tram Car Park - Roundhay Park	
Drawn DB	Scale 1:1000@A3
Date 22.05.24	Checked PC
Drawing Number TLD2033-LCC-V1-XX-DR-L-0033	Revision 01

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Golf Car Park - Temple Newsam



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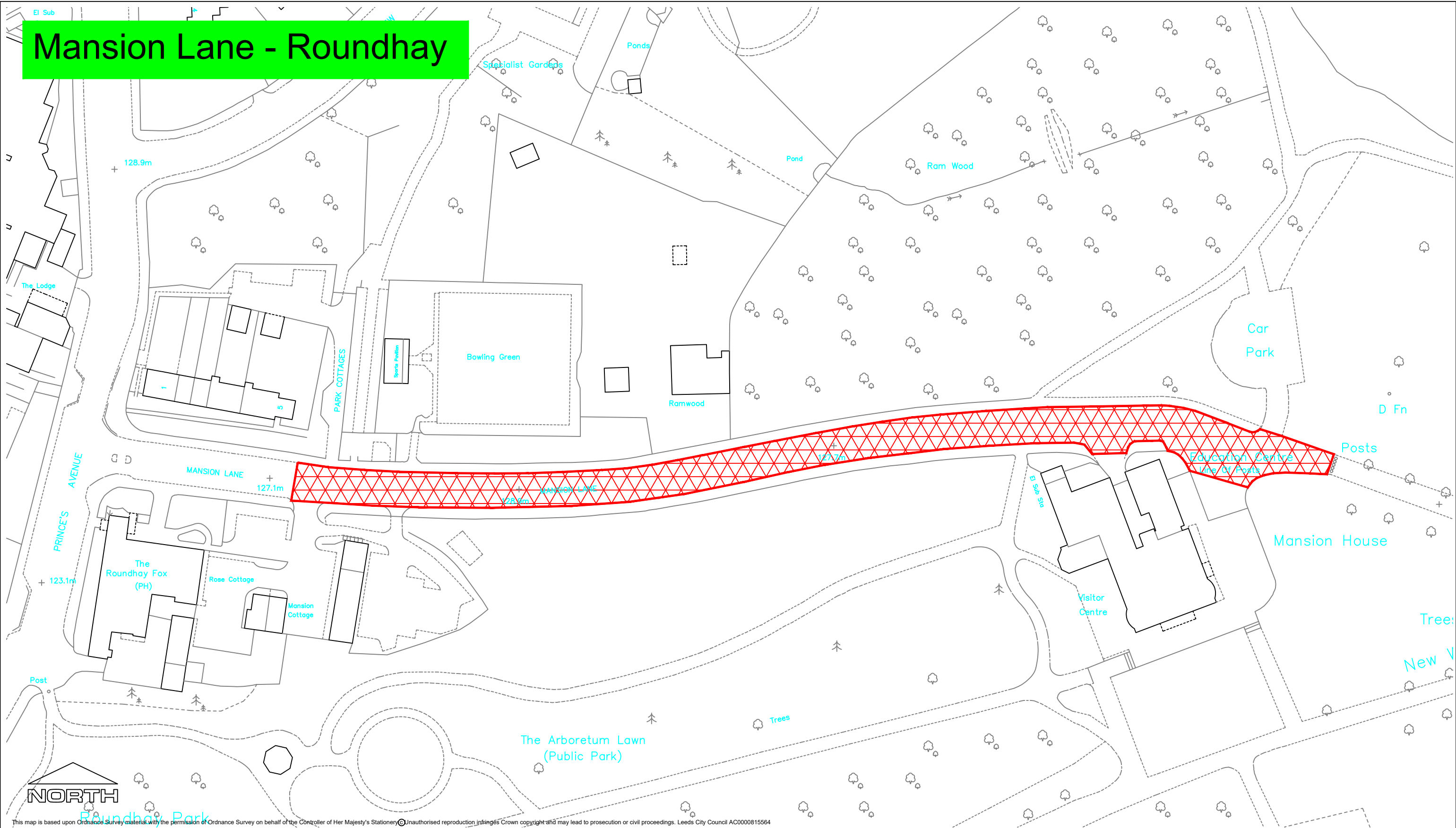
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Revision number	Date	Description
1	22.05.24	Issue 1

Climate, Energy and Greenspaces Hall Lane Farnley Leeds LS12 5HA	
Leeds CITY COUNCIL	
Project Proposed Traffic Regulation Order	
Title Golf Car Park - Temple Newsam	
Drawn DB	Scale 1:1000@A3
Date 22.05.24	Checked PC
Drawing Number TLD2033-LCC-V1-XX-DR-L-0021	Revision 01

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Mansion Lane - Roundhay



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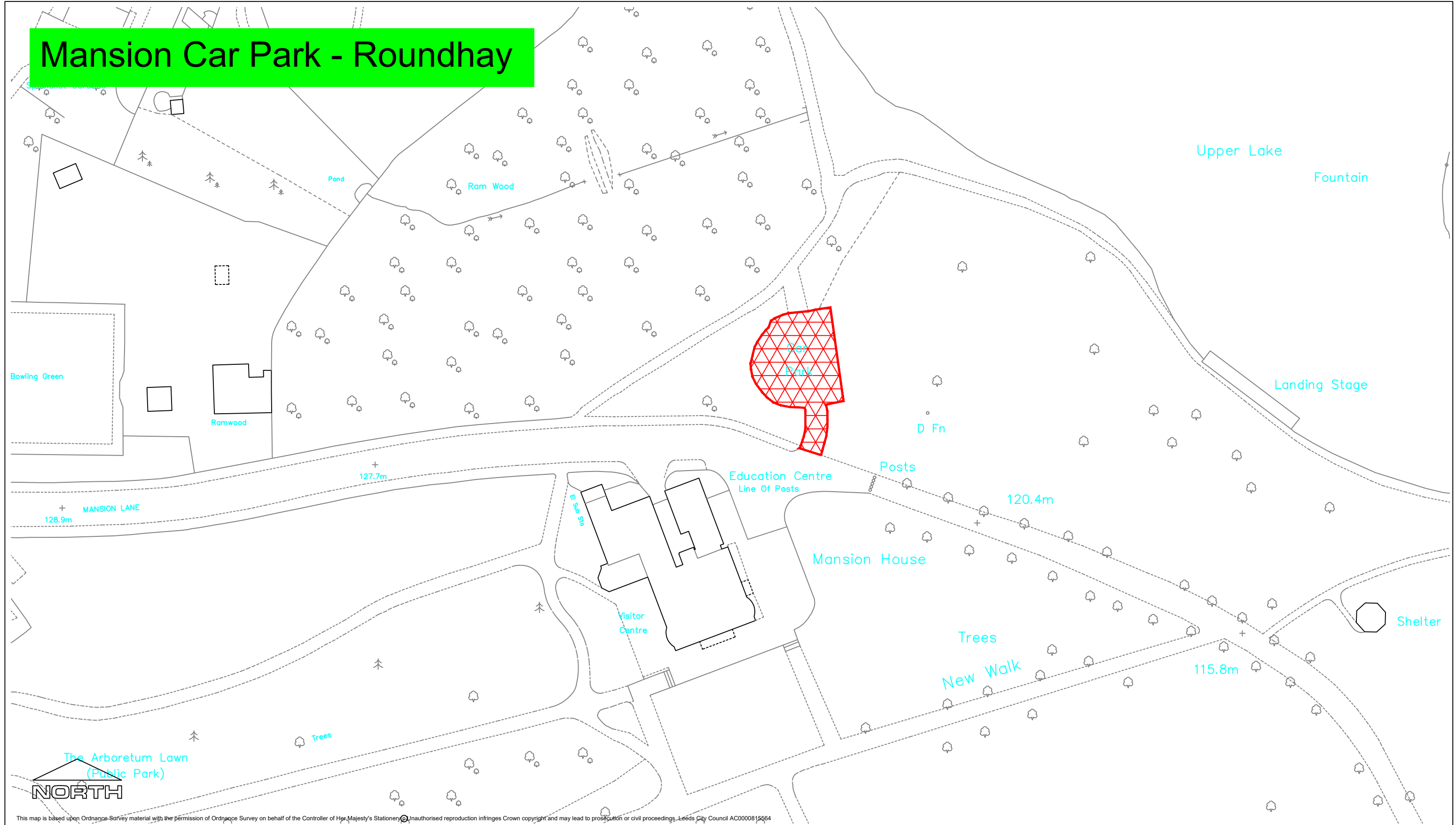
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Revision number	Date	Description
1	22.05.24	Issue 1

Climate, Energy and Greenspaces	
Hall Lane	
Farnley	
Leeds	
LS12 5HA	
Leeds City Council	
Project: Proposed Traffic Regulation Order	
Title: Mansion Lane Parking - Roundhay Park	
Drawn: DB	Scale: 1:1000@A3
Date: 22.05.24	Checked: PC
Drawing Number: TLD2033-LCC-V1-XX-DR-L-0035	Revision: 01

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Mansion Car Park - Roundhay



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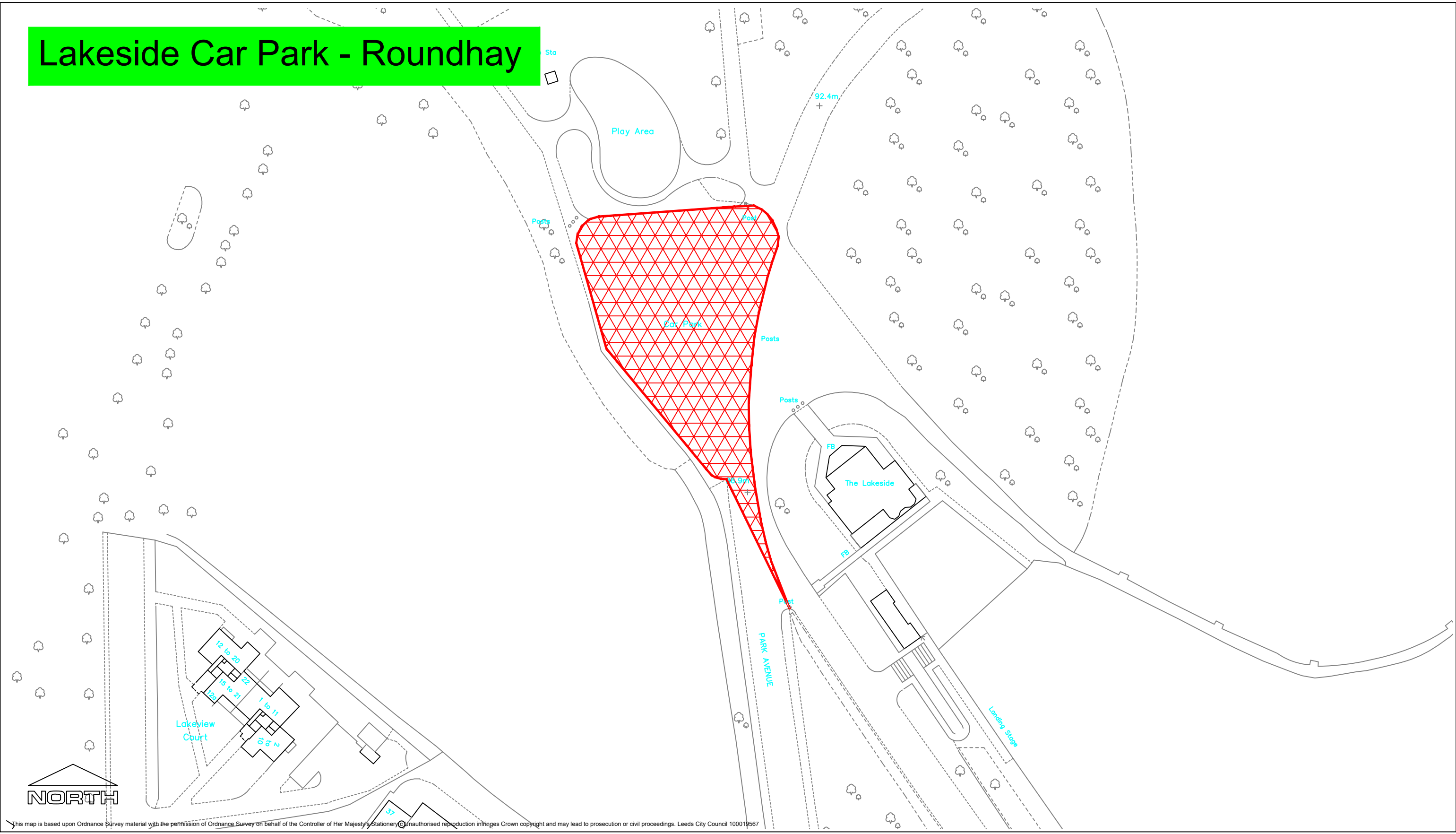
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Revision number	Date	Description
1	22.05.24	Issue 1

Climate, Energy and Greenspaces	
Leeds City Council	Hall Lane Farnley Leeds LS12 5HA
Project: Proposed Traffic Regulation Order	
Title: Mansion Car Park - Roundhay Park	
Drawn: DB	Scale: 1:1000@A3
Date: 22.05.24	Checked: PC
Drawing Number: TLD2033-LCC-V1-XX-DR-L-0036	Revision: 01

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Lakeside Car Park - Roundhay




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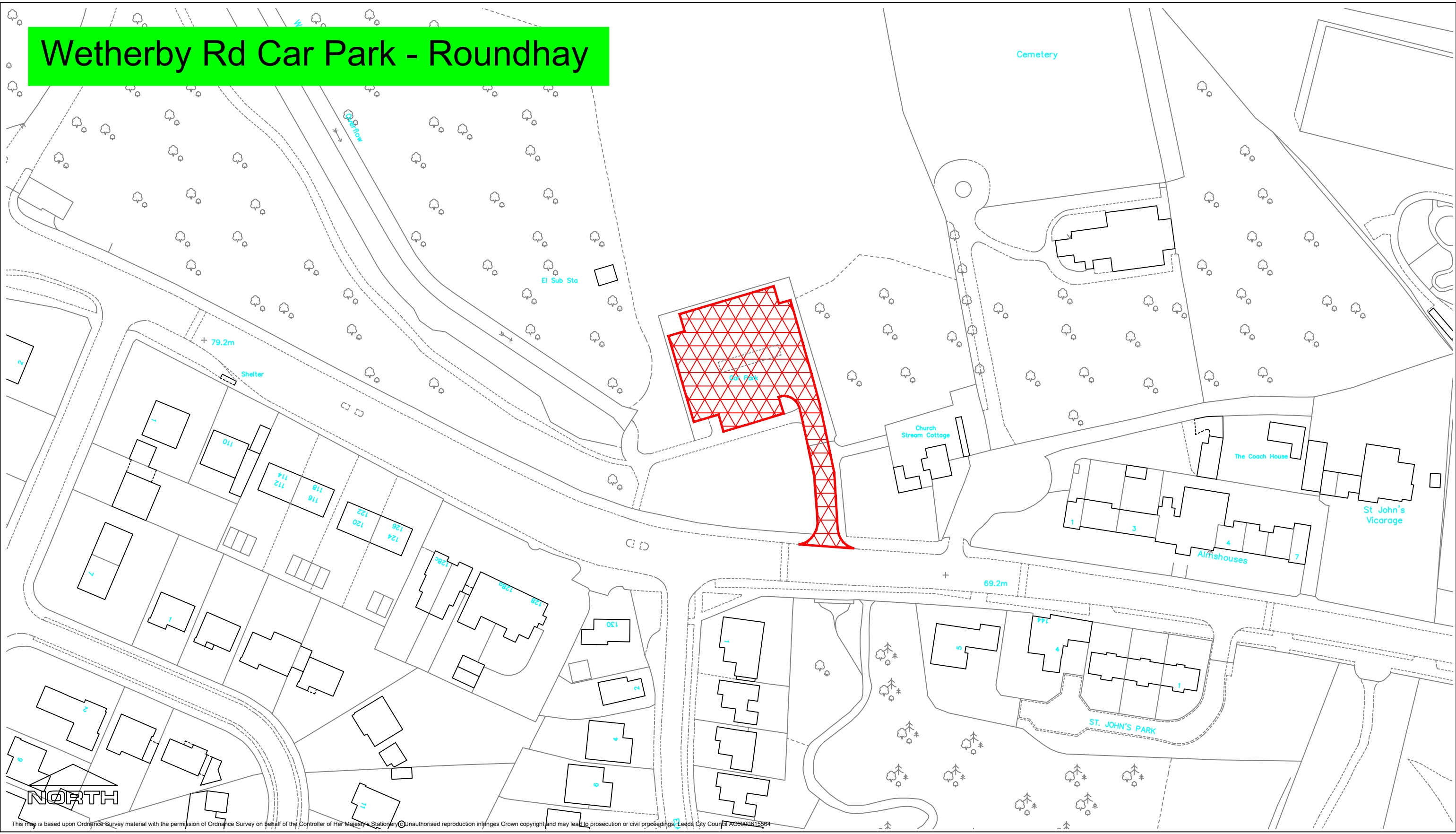
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Revision number	Date	Description
1	22.05.24	Issue 1

Climate, Energy and Greenspaces Hall Lane Farnley Leeds LS12 5HA	
	
Project Proposed Traffic Regulation Order	
Title Lakeside Car Park - Roundhay Park	
Drawn DB	Scale 1:1000@A3
Date 22.05.24	Checked PC
Drawing Number TLD2033-LCC-V1-XX-DR-L-0037	Revision 01

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Wetherby Rd Car Park - Roundhay



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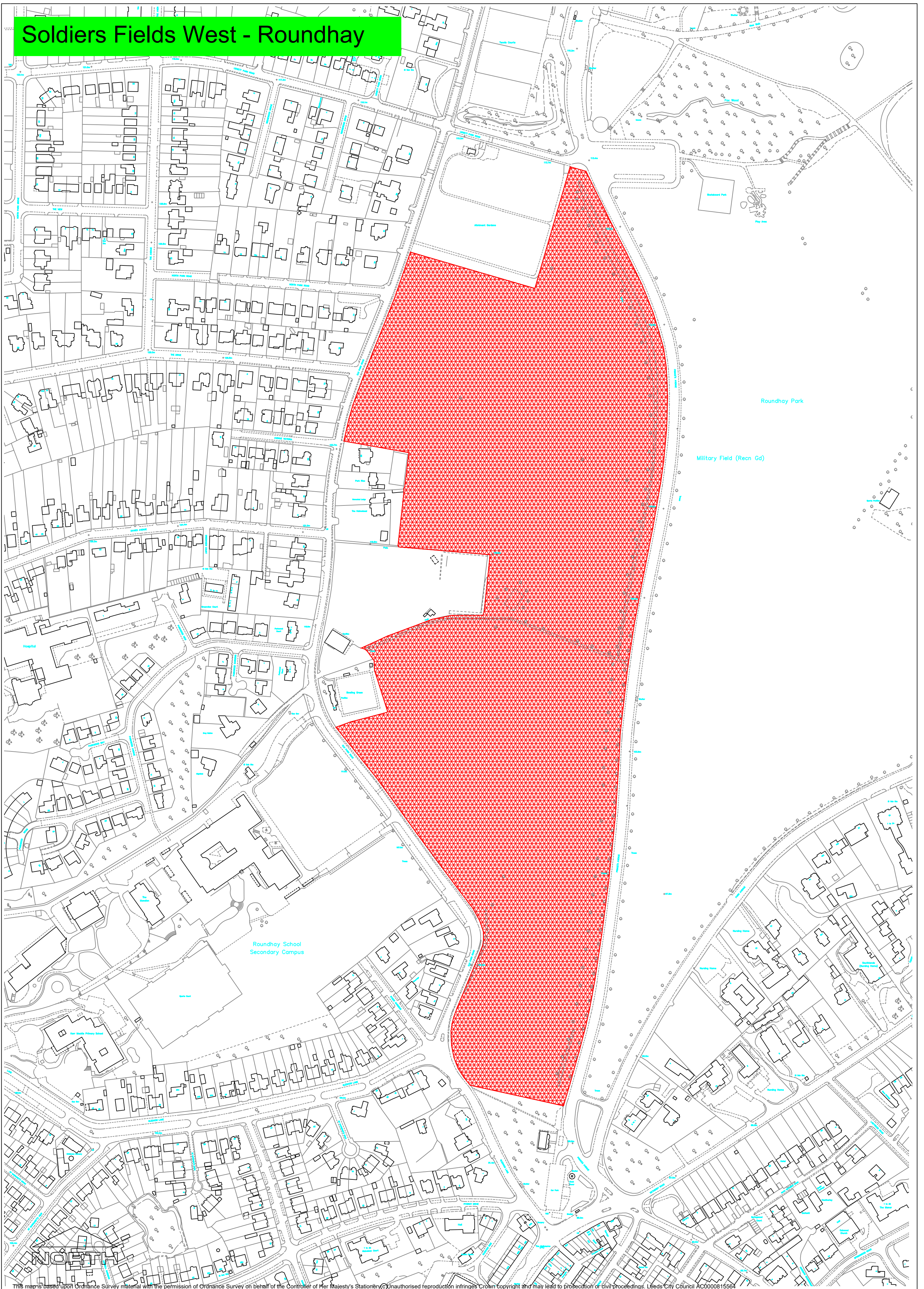
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Revision number	Date	Description
1	22.05.24	Issue 1


Climate, Energy and Greenspaces	
Hall Lane	
Farnley	
Leeds	
LS12 5HA	
	
Project: Proposed Traffic Regulation Order	
Title: Wetherby Road Car Park - Roundhay Park	
Drawn: DB	Scale: 1:1000@A3
Date: 22.05.24	Checked: PC
Drawing Number: TLD2033-LCC-V1-XX-DR-L-0038	Revision: 01

Soldiers Fields West - Roundhay



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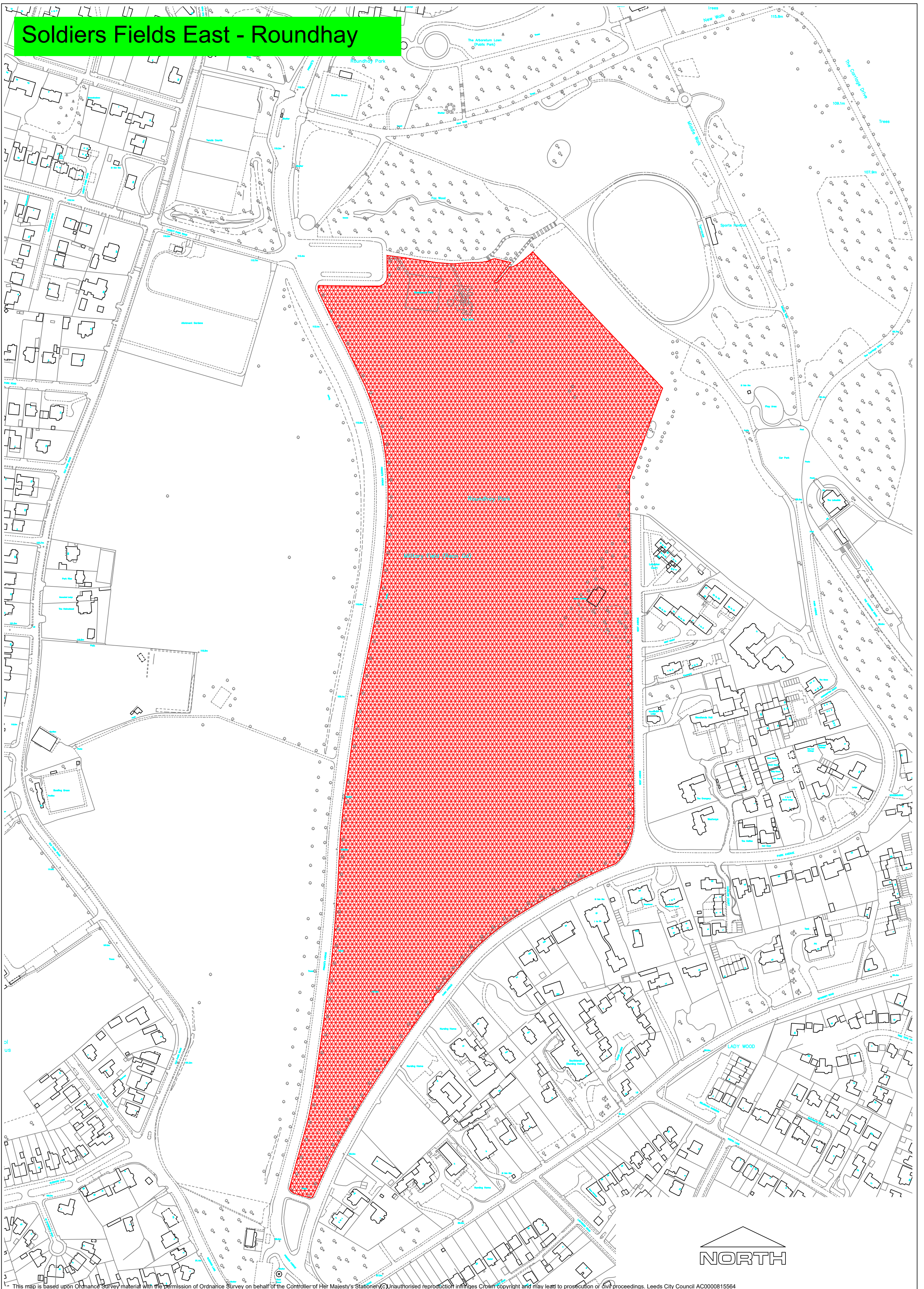
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Revision number	Date	Description
1	7.6.24	Issue

Climate, Energy and Greenspaces Hall Lane Leeds LS12 9HA			
			
Project Proposed Traffic Regulation Order			
Title Soldiers Field West - Roundhay Park			
Drawn	DB	Scale 1:2500@A2	Date 7.6.24
Checked	PC	Reason	01
Drawing Number TLD2033-LCC-V1-XX-DR-L-0039		Revision	

Soldiers Fields East - Roundhay



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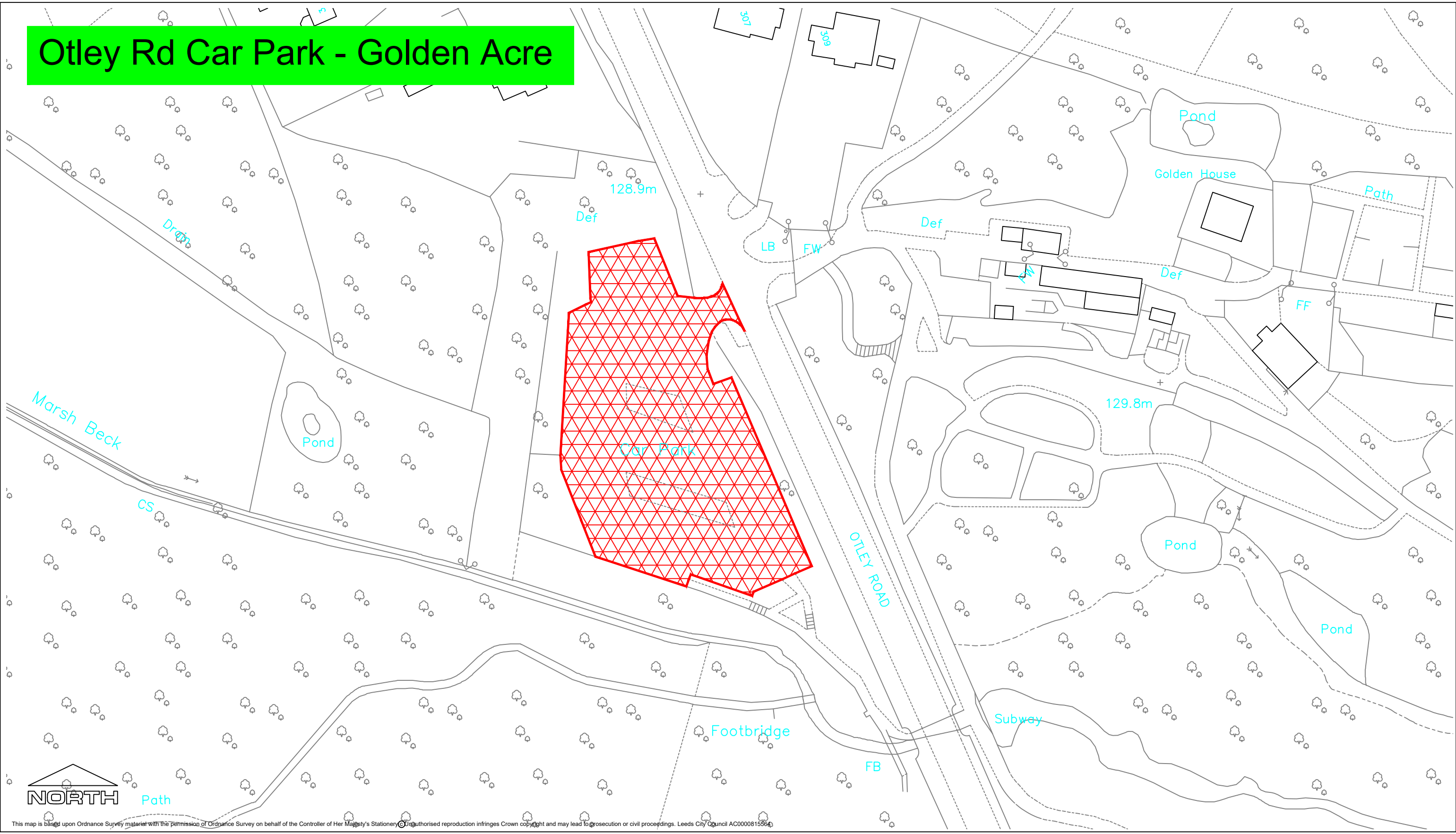
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Revision number	Date	Description
1	7.6.24	Issue

Climate, Energy and Greenspaces Hall Lane Leeds LS12 9HA			
Project Proposed Traffic Regulation Order			
Title Soldiers Field East - Roundhay Park			
Drawn DB	Scale 1:2500@A2	Date 7.6.24	Checked PC
Drawing Number TLD2033-LCC-V1-XX-DR-L-0040			Revision 01

Otley Rd Car Park - Golden Acre




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Revision number	Date	Description
1	22.05.24	Issue 1

Climate, Energy and Greenspaces	
Hall Lane	
Leeds	
Leeds	
LS12 5HA	
	
Project: Proposed Traffic Regulation Order	
Title: Otley Road Car Park - Golden Acre Park	
Drawn: DB	Scale: 1:1000@A3
Date: 22.05.24	Checked: PC
Drawing Number: TLD2033-LCC-V1-XX-DR-L-0041	Revision: 01

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Arthington Rd Car Park - Golden Acre




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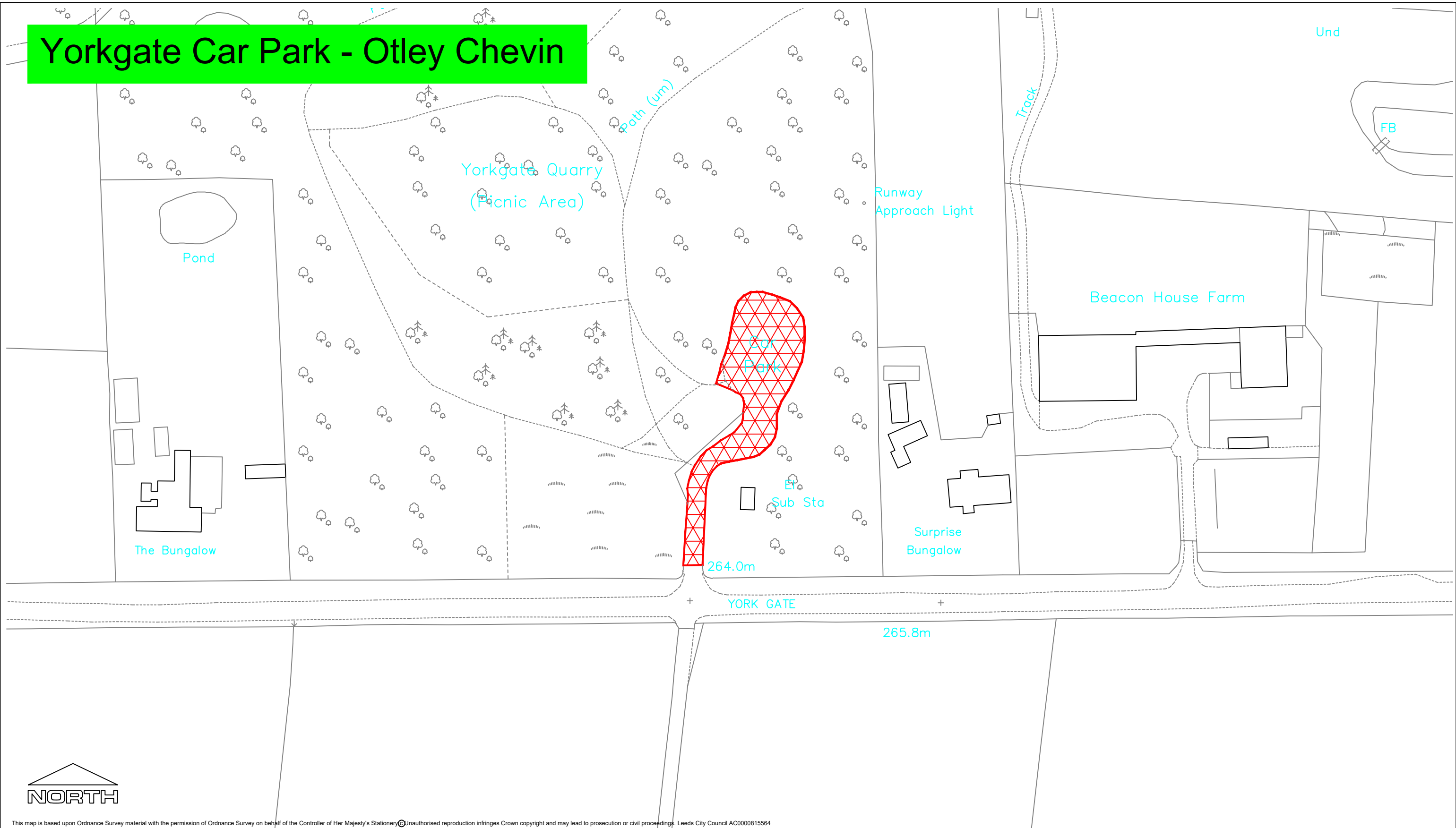
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Revision number	Date	Description
1	22.05.24	Issue 1

Climate, Energy and Greenspaces	
	Hall Lane Farnley Leeds LS12 5HA
Project Proposed Traffic Regulation Order	
Title Arthington Road Car Park - Golden Acre Park	
Drawn DB	Scale 1:1000@A3
Date 22.05.24	Checked PC
Drawing Number TLD2033-LCC-V1-XX-DR-L-0042	Revision 01

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Yorkgate Car Park - Otley Chevin



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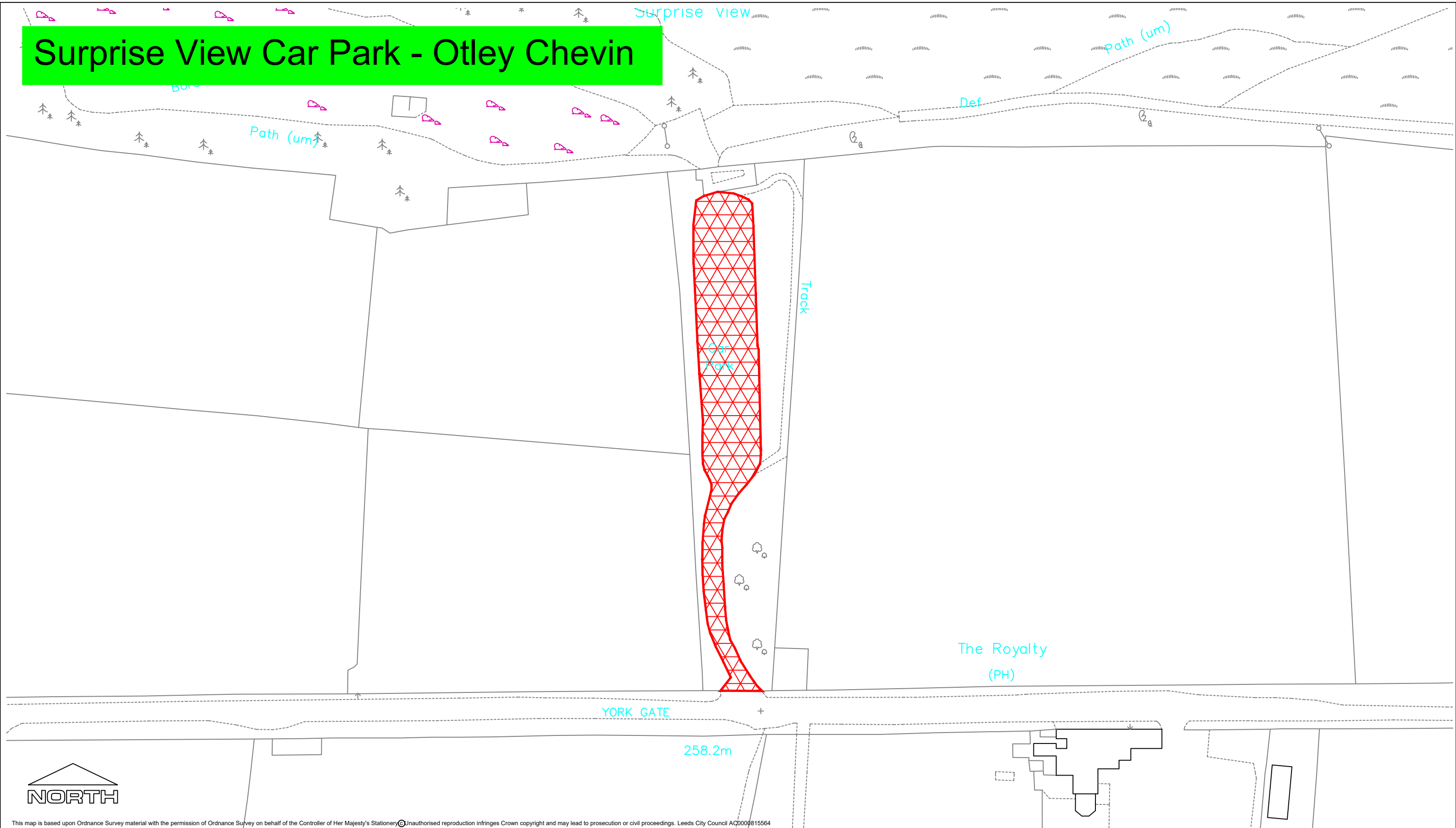
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Revision number	Date	Description
1	22.05.24	Issue 1

Climate, Energy and Greenspaces	
	Hall Lane Farnley Leeds LS12 5HA
Project: Proposed Traffic Regulation Order	
Title: York Gate Car Park - Otley Chevin	
Drawn: DB	Scale: 1:1000@A3
Date: 22.05.24	Checked: PC
Drawing Number: TLD2033-LCC-V1-XX-DR-L-0043	Revision: 01

Surprise View Car Park - Otley Chevin



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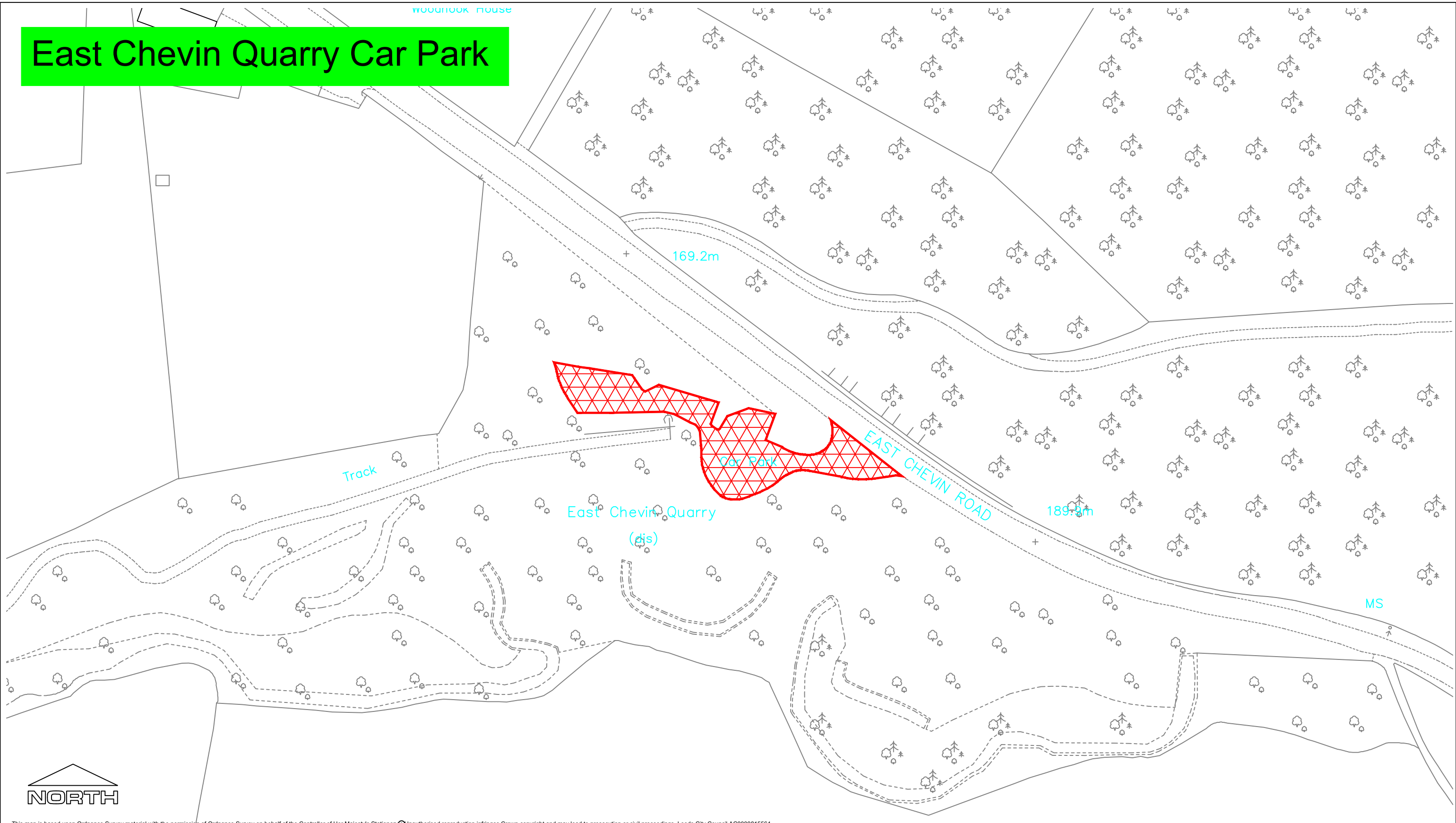
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Revision number	Date	Description
1	22.05.24	Issue 1

Climate, Energy and Greenspaces Hall Lane Farnley Leeds LS12 5HA	
Leeds CITY COUNCIL	
Project: Proposed Traffic Regulation Order	
Title: Surprise View Car Park - Otley Chevin	
Drawn: DB	Scale: 1:1000@A3
Date: 22.05.24	Checked: PC
Drawing Number: TLD2033-LCC-V1-XX-DR-L-0044	Revision: 01

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East Chevin Quarry Car Park




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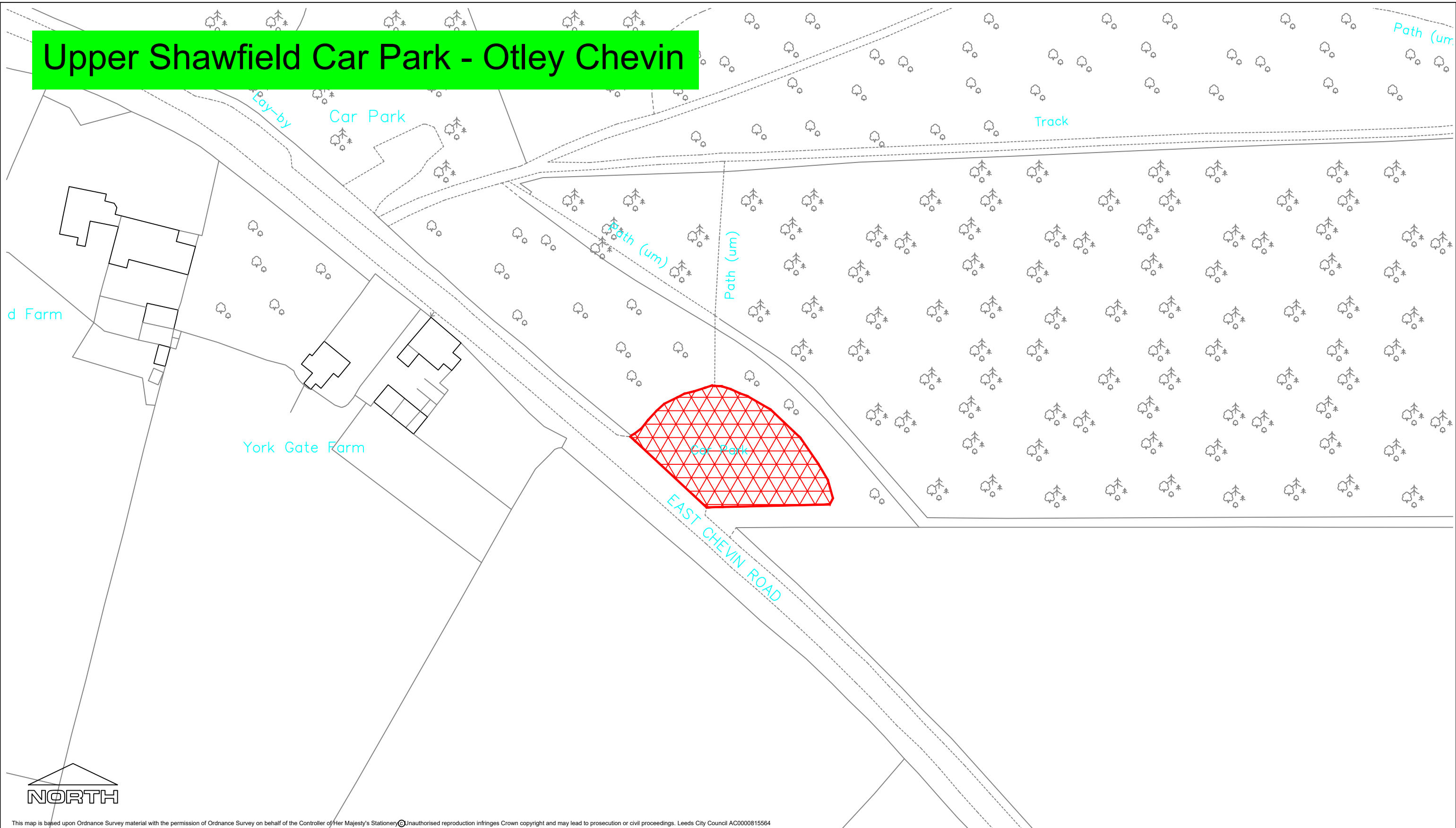
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Revision number	Date	Description
1	22.05.24	Issue 1

Climate, Energy and Greenspaces	
	Hall Lane Farnley Leeds LS12 5HA
Project: Proposed Traffic Regulation Order	
Title: East Chevin Quarry Car Park - Otley Chevin	
Drawn: DB	Scale: 1:1000@A3
Date: 22.05.24	Checked: PC
Drawing Number: TLD2033-LCC-V1-XX-DR-L-0045	Revision: 01

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Upper Shawfield Car Park - Otley Chevin



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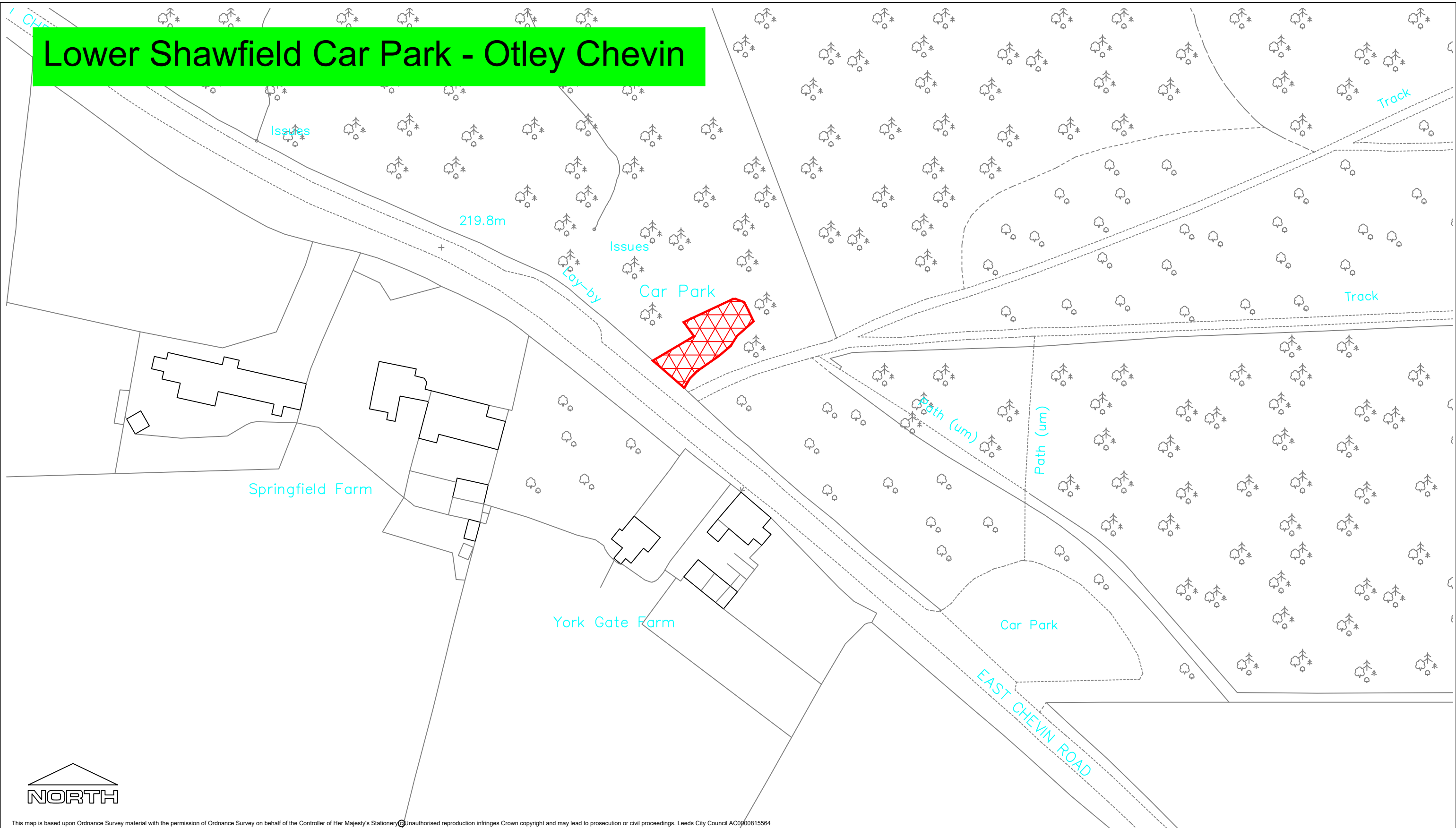
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Revision number	Date	Description
1	22.05.24	Issue 1

Climate, Energy and Greenspaces Hall Lane Farnley Leeds LS12 5HA	
	
Project Proposed Traffic Regulation Order	
Title Upper Shawfield Car Park - Otley Chevin	
Drawn DB	Scale 1:1000@A3
Date 22.05.24	Checked PC
Drawing Number TLD2033-LCC-V1-XX-DR-L-0046	Revision 01

Lower Shawfield Car Park - Otley Chevin



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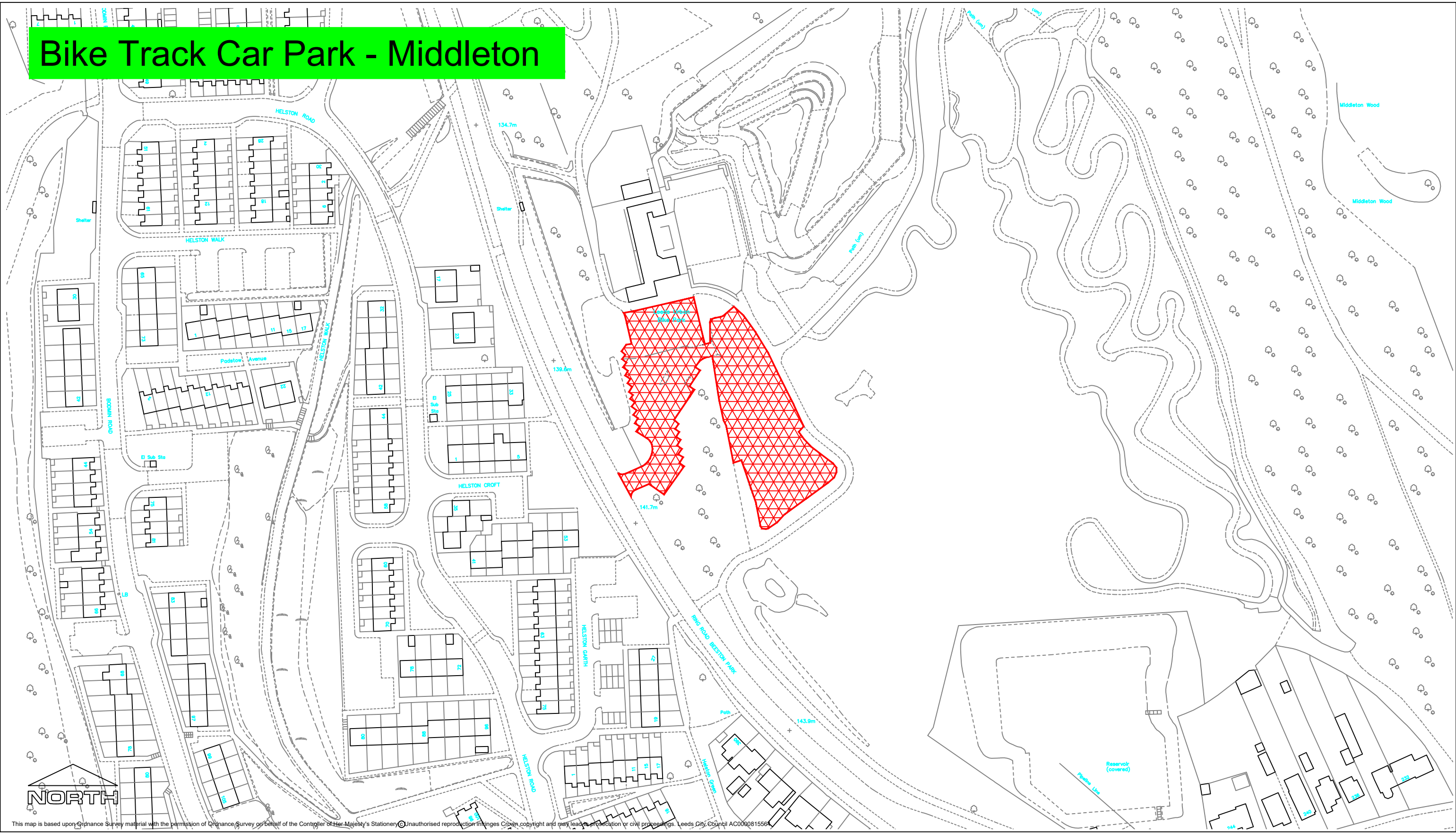
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Revision number	Date	Description
1	22.05.24	Issue 1

Climate, Energy and Greenspaces Hall Lane Farnley Leeds LS12 5HA	
Leeds CITY COUNCIL	
Project Proposed Traffic Regulation Order	
Title Lower Shawfield Car Park - Otley Chevin	
Drawn DB	Scale 1:1000@A3
Date 22.05.24	Checked PC
Drawing Number TLD2033-LCC-V1-XX-DR-L-0047	Revision 01

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Bike Track Car Park - Middleton



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Revision number	Date	Description
1	22.05.24	Issue 1

Climate, Energy and Greenspaces	
Hall Lane	
Farnley	
Leeds	
LS12 5HA	
Leeds City Council	
Project: Proposed Traffic Regulation Order	
Title: Bike Track Car Park - Middleton Park	
Drawn: DB	Scale: 1:1500@A3
Date: 22.05.24	Checked: PC
Drawing Number: TLD2033-LCC-V1-XX-DR-L-0048	Revision: 01

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Equality, Diversity, Cohesion and Integration (EDCI) screening

As a public authority we need to ensure that all our strategies, policies, service and functions, both current and proposed have given proper consideration to equality, diversity, cohesion and integration.

A **screening** process can help judge relevance and provides a record of both the **process** and **decision**. Screening should be a short, sharp exercise that determines relevance for all new and revised strategies, policies, services and functions. Completed at the earliest opportunity it will help to determine:

- the relevance of proposals and decisions to equality, diversity, cohesion and integration.
- whether or not equality, diversity, cohesion and integration is being or has already been considered, and
- whether or not it is necessary to carry out an impact assessment.

Directorate: Communities, Housing and Environment	Service area: Climate , Energy and Green Spaces
Lead person: Claire Hern	Contact number: 3786002

1. Title: Car Park Charges Golden Acre Park, Middleton Park, Otley Chevin, Roundhay Park and Temple Newsam

Is this a:

Strategy / Policy

Service / Function

Other

If other, please specify

2. Please provide a brief description of what you are screening

The introduction of charges for car parking at the following parks: Golden Acre, Middleton, Otley Chevin, Roundhay and Temple Newsam.

The aim of doing this is to raise funds to facilitate necessary maintenance and improvement works to the car parks at those sites and encourage visitors to travel to parks on foot, bike and public transport to help reduce the impact of driving on the climate emergency and air pollution in the city.

3. Relevance to equality, diversity, cohesion and integration

All the council's strategies and policies, service and functions affect service users, employees or the wider community – city wide or more local. These will also have a greater or lesser relevance to equality, diversity, cohesion and integration.

The following questions will help you to identify how relevant your proposals are.

When considering these questions think about age, carers, disability, gender reassignment, race, religion or belief, sex, sexual orientation. Also those areas that impact on or relate to equality: tackling poverty and improving health and well-being.

Questions	Yes	No
Is there an existing or likely differential impact for the different equality characteristics?	x	
Have there been or likely to be any public concerns about the policy or proposal?	x	
Could the proposal affect how our services, commissioning or procurement activities are organised, provided, located and by whom?		x
Could the proposal affect our workforce or employment practices?		x
Does the proposal involve or will it have an impact on <ul style="list-style-type: none">• Eliminating unlawful discrimination, victimisation and harassment• Advancing equality of opportunity• Fostering good relations	x	

If you have answered **no** to the questions above please complete **sections 6 and 7**

If you have answered **yes** to any of the above and;

- Believe you have already considered the impact on equality, diversity, cohesion and integration within your proposal please go to **section 4**.
- Are not already considering the impact on equality, diversity, cohesion and integration within your proposal please go to **section 5**.

4. Considering the impact on equality, diversity, cohesion and integration

If you can demonstrate you have considered how your proposals impact on equality, diversity, cohesion and integration you have carried out an impact assessment.

Please provide specific details for all three areas below (use the prompts for guidance).

- How have you considered equality, diversity, cohesion and integration? (think about the scope of the proposal, who is likely to be affected, equality related information, gaps in information and plans to address, consultation and engagement activities (taken place or planned) with those likely to be affected)

The consultation for Golden Acre and Otley Chevin commenced on Wednesday 11 October and ended on Sunday 5 November. Posters were displayed at both sites containing details of how to respond with paper copies made available at the café at Golden Acre and at local libraries and links to the survey widely shared on social media. Overall, 4,493 people completed the survey for Golden Acre Park and 2,964 for Otley Chevin Forest Park.

The consultation for Middleton Park, Roundhay Park and Temple Newsam commenced on Friday 22 December and ended on Sunday 21 January. Posters were displayed at each site containing details of how to respond with paper copies made available on site and links to the survey widely shared on social media. Overall, 6,585 responses were received for Middleton Park, 3,126 for Roundhay Park and 2,398 for Temple Newsam.

EDI analysis undertaken in relation to the car parking charges demonstrated that:

- Older people are less likely to use the car parks and less likely to disagree
- Disabled people are no more likely to use the car parks than others and less likely to disagree
- Carers are slightly more likely to use the car parks and slightly more likely to disagree
- Females are slightly more likely to use the car parks and more likely to disagree
- Although there were some differences within different ethnic groups, none were statistically significant.

Analysis of Census deprivation data, which is a classification of four types of deprivation; employment, education, health and disability, and household overcrowding, suggests that the following wards in Leeds have the highest proportion of deprivation affected by at least two of these factors; Gipton & Harehills, Burmantofts & Richmond Hill, Killingbeck & Seacroft, Middleton Park and Armley Park. See the comparison table below showing the proportion of households in these wards who do not have access to a car or van.

Ward	Most deprived (affected by at least of the above factors)	Proportion of households who do not have access to a car or van
Gipton & Harehills	31.3%	47.6%
Burmantofts & Richmond Hill	29.7%	52%

Killingbeck & Seacroft	29.4%	37.1%
Middleton Park	26.7%	35.3%
Armley	25.5%	42.3%

As the percentage of those who do not have access to a car is higher than the percentage of most deprived in each area, it is reasonable to determine that those living in greatest deprivation do not own a car and will therefore not be the ones impacted by the introduction of car parking charges.

Encouraging people to use public transport or to walk or cycle to our city parks will provide air quality benefits. From the Environment Agency’s State of the Environment, Sep 2020 report: Longterm exposure to air pollution has been associated with dementia, heart disease, stroke and some cancers. Particulate matter and NO2 alone have been estimated to have health costs of around £22.6 billion every year. Poor health associated with, or exacerbated by, air pollution leads to time off work and reduced productivity. Illness associated with air pollution affects children’s education and can lead to fewer employment options in adult life. Inequalities in environmental quality and accessibility all contribute to health inequalities in England. The poorest people often live and work in the most polluted environments. They also have higher rates of underlying health conditions that may make them more vulnerable to the effects of pollution.

Internet research shows there is no conclusion or steer from the Government over the use and acceptance of cash other than it is not a legal right to protect the use of cash, however from a Parking perspective it is still in legislation that a penalty charge notice (PCN (parking fine)) has to have a system in place to allow for the customer to pay for their PCN via cash. The national audit office produced a report on the 18th September 2020 titled ‘The production and distribution of cash’ that showed there is a significant decline in cash where the opening line into the conclusion of the report was “The declining use of cash is placing increasing pressure on the sustainability of the infrastructure for producing and distributing cash.”

The increasing costs of handling cash needs to be considered alongside access to bank cards and smart phones. According to figures from the Financial Conduct Authority (FCA) published in August 2023, 2.1% of the country’s adult population do not have access to a bank account. 4% of people do not have a smart phone. It is proposed that the parking machines will not accept cash payments, due to the risk of vandalism occurring to the machines. A recent study of how payments are made to other LCC machines across the city shows that only 15% of users chose to pay with cash, even though in some cases cash is cheaper than paying by card or app.

- Key findings

(think about any potential positive and negative impact on different equality characteristics, potential to promote strong and positive relationships between groups, potential to bring groups/communities into increased contact with each other, perception that the proposal could benefit one group at the expense of another)

- Charging for car parking could negatively impact on people with disabilities who are reliant on cars for travel

- An initial assessment of existing car parking facilities has been made and some car parking provision is currently unmarked, poorly surfaced, lacks directional and information signage and often does not maximise use of the available space
- Disproportionate impact on residents on lower incomes who may feel unable to visit the specific parks if they have to pay for parking
- To avoid the problem of vandalism, the parking ticket machines will not have an option to purchase tickets using cash and will only accept payments using a bank card or a parking app. This could cause an issue for people who do not have access to a bank account or a compatible mobile phone. It has been flagged that there is a potential that this could disproportionately impact on the elderly.
- Female employees working within businesses that use the car parks and that operate after dark may choose to not use the car park due to the cost and therefore have to walk further and feel more vulnerable
- Evidence shows that poor air quality disproportionately impacts certain vulnerable groups such as children, the elderly, people with underlying health conditions and pregnant women. Therefore, encouraging people to travel by alternative means to the car provides a positive impact to these groups.

- **Actions**

(think about how you will promote positive impact and remove/ reduce negative impact)

- A blanket charge for all users could negatively impact disabled people who rely on a car to access the sites so, as part of the proposed scheme, we intend to ensure sufficient disabled parking bays are available in each car park and exempt blue badge holders from the proposed charges.
- Investment into the car parks will help to make them more welcoming, safer and more accessible for all, especially disabled and elderly visitors and families with young children through better signage, more disabled spaces, clearer walking routes and more even/level surfaces. The planned investment in the car parks funded by the charges will enable us to bring them up to the British Standard BS 8300-1:2018 which covers the “Design of an accessible and inclusive built environment” and brings together elements of the current “Part M” building regulations and the Equality Act 2010 which now encompasses the Disability Discrimination Act, Sex discrimination and Race Relations Acts.
- The proposal could also potentially have a disproportionate impact on residents on lower incomes who may feel unable to visit the parks if they have to pay for parking. However, evidence suggests that people on the lowest incomes in society are unlikely to own and run a car so the charges would not impact them. In

addition, the charges proposed are very modest (and comparable to the cost of a return bus ticket in the city) to mitigate the potential problem of reducing access to the parks for people on lower incomes. It should also be noted that parking at local community parks with car parks is not part of this scheme and will remain free.

- Car park improvements will also include the addition of bike stands to encourage people to cycle to parks for the benefits of cycling for health and the environment. In addition, we will look into the possibility of linking the parks into the Beryl Bikes initiative for those who don't have access to their own bike as part of this scheme
- For members of the public who do not have a bank account, monthly and annual parking tickets will be available to purchase from park shops using cash (or a bank card). The parking tickets can then used at any of the parks' sites.
- It has been noted that mobile phone signal may fluctuate across the city depending on the network and area. We are in contact with network providers to try and improve the signal across the city and offer options to pay that do not require a mobile phone or signal, such as making payments at the nearest Paypoint location. Signal loss will not be accepted to appeal a PCN unless there are other extenuating circumstances. For example, mobility or breathing issues which may impact the customer's ability to reach Paypoint locations would be considered, however proof would be required when lodging an appeal.
- Lower income workers, especially females, in non-Council businesses based in parks (e.g. cafes) may avoid the car parks if charges are implemented to save on costs. This could lead to them having to walk through parks in the dark at times (e.g. in winter) to get to their cars which has raised concerns about safety. The charges will only apply up to 8pm. The charges are proposed to be set at affordable levels (£1 for 2 hours, £2.50 for up to 4 hours, £4 for all day and £80 for an annual permit, which is the equivalent of £1.50 per week) We will investigate allowing the relevant businesses to purchase passes that can be transferred between employees when at work to help mitigate this risk.
- Post implementation the service will continue to listen to feedback on the scheme, especially from those with protected characteristics.

5. If you are **not already considering the impact on equality, diversity, cohesion and integration you **will need to carry out an impact assessment.****

Date to scope and plan your impact assessment:

Date to complete your impact assessment	
Lead person for your impact assessment (Include name and job title)	

6. Governance, ownership and approval		
Please state here who has approved the actions and outcomes of the screening		
Name	Job title	Date
Polly Cook	Chief Officer Climate, Energy and Green Spaces	13 May 2024
Date screening completed		

7. Publishing	
<p>Though all key decisions are required to give due regard to equality the council only publishes those related to Executive Board, Full Council, Key Delegated Decisions or a Significant Operational Decision.</p> <p>A copy of this equality screening should be attached as an appendix to the decision making report:</p> <ul style="list-style-type: none"> • Governance Services will publish those relating to Executive Board and Full Council. • The appropriate directorate will publish those relating to Delegated Decisions and Significant Operational Decisions. • A copy of all other equality screenings that are not to be published should be sent to equalityteam@leeds.gov.uk for record. <p>Complete the appropriate section below with the date the report and attached screening was sent:</p>	
For Executive Board or Full Council – sent to Governance Services	Date sent:
For Delegated Decisions or Significant Operational Decisions – sent to appropriate Directorate	Date sent:
All other decisions – sent to equalityteam@leeds.gov.uk	Date sent: