

# DELEGATED DECISION NOTIFICATION

REF NO <sup>1</sup> D32828
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SERVICE AREA

City Services
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SUBJECT<sup>2</sup>

REVIEW OF PARKING FACILITIES INCLUDING ADJUSTMENTS TO PRICES
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DECISION<sup>3</sup>

COUNCIL FUNCTION <input type="checkbox"/>	EXECUTIVE DECISION (KEY) <input type="checkbox"/>	EXECUTIVE DECISION (MAJOR) <input checked="" type="checkbox"/>	EXECUTIVE DECISION (OTHER) <input type="checkbox"/>
NOT SUBJECT TO CALL IN	<sup>4</sup> EXEMPT FROM CALL IN: YES / NO	<sup>4</sup> EXEMPT FROM CALL IN: YES / NO	NOT SUBJECT TO CALL IN

<ul style="list-style-type: none"> <li>The Director of City Services approved the proposed price increases for on street and off street parking charges.</li> </ul>
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AFFECTED WARDS

Changes to proposed parking charges are mostly prevalent in the City Centre and Beckett Street area.
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ADVICE SOUGHT

	Yes	No
Legal		<input type="checkbox"/>
Finance	<input type="checkbox"/>	
Personnel	<input type="checkbox"/>	
Equal Opportunities	<input type="checkbox"/>	
Other (please specify)		

<sup>1</sup> This reference number will be assigned by Constitution and Corporate Governance Unit and notified to you

<sup>2</sup> A brief heading should be inserted

<sup>3</sup> Brief details of the decision should be inserted. This note must set out the substance of the decision, options considered and the reason for deciding upon the chosen option, although care must be taken not to disclose any confidential or commercially sensitive information. Guidance on the substance of the note is available from Constitution and Corporate Governance Unit

<sup>4</sup> For Key and Major decisions only. If exempt from Call In details to be provided in the report. The Call In period expires at 5.00 pm on the 5<sup>th</sup> working day after publication. Scrutiny Support will notify decision makers of matters called in by no later than 12.00 noon on the 6<sup>th</sup> day.

[Empty box]

DECLARED OFFICER / MEMBER INTERESTS<sup>5</sup>

[Empty box]

DISPENSATION BY STANDARDS COMMITTEE

DATE: .....

BACKGROUND PAPERS<sup>6</sup>

REVIEW OF PARKING FACILITIES INCLUDING ADJUSTMENTS TO PRICES - 2007/8

CONFIDENTIAL REPORT

YES  NO  4 RULE NO 10.4<sup>7</sup> ( )

DETAILS OF CONSULTATION UNDERTAKEN (OTHER REASONS/ ORGANISATIONS CONSULTED)

	Yes	No	Date
Executive Member	y		July 2007
Ward Councillors	<input type="checkbox"/>	<input type="checkbox"/>	_____
Chief Officers Affected	<input type="checkbox"/>	<input type="checkbox"/>	_____
Others (Specify) <input type="checkbox"/>			

CONTACT PERSON

Graham Wilson/Mark Jefford

CONTACT NO

51501/52200

AUTHORISED SIGNATORY<sup>8</sup>

	DATE 2 <sup>nd</sup> August 2007
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	KEY	MAJOR	OTHER
<sup>9</sup> *First publication (5 day notice)			
Commencement for Call In		3/8/07	
Last date for Call In		10/8/07	
Implementation Date		13/8/07	

\* If key decision not on Forward Plan, the reason and need that the decision be taken are that:

<sup>5</sup> No officer having a pecuniary interest in any matter should take a decision in relation to that matter. Other interests of a non-disqualifying nature should be recorded here.

<sup>6</sup> A separate Index should be prepared if necessary. ALL DOCUMENTATION UPON WHICH THE DECISION WAS BASED MUST BE RETAINED AND BE READILY ACCESSIBLE SO IT CAN BE PRODUCED SHOULD THE DECISION BE CHALLENGED

<sup>7</sup> Access to Information Procedure Rules

<sup>8</sup> The signatory must be duly authorised by the Director to make the decision in accordance with the Department's scheme. It is not acceptable for the signature to be 'pp' for an authorised signatory. For Key Decisions only, the date of the authorised signature signifies that, at the time, the Officer was content that the decision should be taken. However, should representations be received following public availability of reports the signatory will consider the effect which such representations should have upon the final decision.

<sup>9</sup> Constitution and Corporate Governance Unit will enter these dates

**REPORT TO THE DIRECTOR OF CITY SERVICES**

**DATE: 20<sup>th</sup> July 2007**

**SUBJECT: REVIEW OF PARKING FACILITIES INCLUDING ADJUSTMENTS TO PRICES**

<b>Electoral Wards Affected:</b>	<b>Specific Implications For:</b>
ALL	Ethnic Minorities <input type="checkbox"/>
	Women <input type="checkbox"/>
	Disabled People <input type="checkbox"/>
<b>Eligible For Call In</b> <input type="checkbox"/>	<b>Not Eligible For Call In</b> <input type="checkbox"/> <small>Details Contained In The Report</small>
<b>Major Decision</b> ✓	<b>Key Decision</b>

**1.0 PURPOSE OF REPORT**

1.1 The purpose of the report is to inform the Director that a review of parking facilities has been undertaken, to identify trading conditions in parking and seek authority to increase some of the charges from 1<sup>st</sup> October 2007.

**2.0 BACKGROUND**

2.1 There are 2 main objectives in this review of car park tariffs :

- To rationalise a complicated charging structure
- To achieve the 3% annual increase in gross income that is contained in the Parking Services budget.

2.2 The Council faces severe budgetary pressures in 2007/08, and increases in revenue from parking charges help avoid other changes such as a rise in Council Tax or cuts in services. However, it is recognised that this is not a captive market, and we are subject to market forces and external influences beyond the Council's control. A review of private sector charges has been undertaken, which indicates that the council will remain cheaper than other providers overall.

2.4 Income from parking is derived from both on-street and off-street (in car parks) parking places. Different tariffs are imposed within these parking areas to differentiate between areas of high turnover, short stay parking use and long stay commuter parking.

2.5 The review has also sought to simplify the charging regime to make it easier for customers. There are currently 5 main price bands in force in the city on street, and with small variations (for example a different Saturday charge) this rises to 12. The current system is shown on map 1. It is intended to reduce this to three bands.

2.6 Several off street car parks will also be rationalised into one price category as city centre long stay. Because of the individual characteristics of the other sites it is not appropriate to merge them into a unified fee structure. For example, the Markets is now the Council's only car park in the shopping district, Woodhouse Lane is the only staffed

car park, and Kirkstall Road is further from the city centre than any other fee paying car park.

### 3.0 On Street

3.1 A review of other core cities shows that everywhere except Newcastle operates a simplified system with two or three bands. It is proposed to bring on street charges into 3 bands on street according to geographical area as on map 2. This simplifies the system and uses natural boundaries such as the river and the loop wherever possible. This will allow a simple colour coded system to be implemented and advertised. If accepted, a professional map will be prepared for publication on the website and other publicity material. Any expansion of on street parking should be easy to slot in to this framework. For the purpose of this report, the three zones are as follows :

- Central
- North & West
- South & East

3.2 A review of core cities shows that 20 minutes parking in Leeds is already more expensive than anywhere else at 80p. However, a tapering effect means that the charge for 1 and 2 hours are relatively less expensive at £2.20 and £4 respectively. A review of usage shows that there is robust demand in the central area and therefore a removal of the taper is recommended.

3.3 In North & West zone, it is proposed to alter the tariffs to bring slight differences into line – currently streets in the West zone are 10p an hour more expensive than the North Zone. Merging the two will also mean the maximum stay restrictions are affected – there is a 5 hour maximum in the North zone but not in the West zone. It is proposed to remove the maximum stay restriction in the North zone. This is considered appropriate for the following reasons :

- Only 3 streets (with 97 spaces) are affected
- There is considerable capacity (the average usage is less than half the Leeds average)
- Short stay will continue to be available
- There is further short stay capacity available nearby

3.4 Demand is weaker in South & East so an increase is not recommended.

3.5 The following tariffs are proposed :

- Central area – 80p for every 20 minutes with a maximum stay of 2 hours
- North & West - £1.30 for 1 hour, £2.60 2 hours, £3.50 5 hours, £6.80 over 5 hours
- South & East – 80p for every 2 hours with a maximum stay of 10 hours

This should generate an extra £22,000 in the central zone and £5000 in the North & West zone during this financial year.

3.6 There are two areas where very specific local conditions apply due to the proximity of banks. This means that slight alterations in times are required. Pro – rata, prices are the same as other streets in the zone:

- Central zone – Russell Street (7 spaces) : maximum stay 40 minutes
- North & West zone – Grove Street (8 spaces) : additional 30 minute band

### 3.7 Saturday charges

There are a number of variations in charging regimes and standardisation within the zones will mean significant changes. In the majority of the spaces in the city, there is a minimum stay of 5 hours for £2.50. This is a disincentive to the short stay motorist, who will either park elsewhere or feel resentful at having to purchase so much unused time. However, part of the central zone is chargeable at a rate of £1.80 per hour. A review of usage shows that neither tariff attracts a great deal of use on Saturdays.

A unified structure is proposed which introduces an hourly rate across the city, and introduces a slight increase in the longer stay tariffs. Due to the weak demand it is considered more sensible to drop the rates in the hourly charge areas than to raise them in the other areas. The cumulative effect is to improve prices for short stay users across the city, and offer more competitive long stay prices on the outskirts of the centre. The following tariffs are proposed :

- Central area - £1.50 for 1 hour, £3 for 5 hours.
- North & West - £1 for 1 hour, £2.50 for 5 hours, £3.50 for over 5 hours
- South & East – 50p for 1 hour, £2 for 5 hours, £3 for over 5 hours

It is estimated that these changes will lead to increased revenue of £10,000.

### 4.0 Off Street

#### 4.1 City centre Long stay.

At present, there are small price differences between these car parks as below.

	Monday – Friday				Saturday	
	1 hr	2 hr	5 hrs	Over 5 hrs	5 hr	Over 5 hrs
Meadow Lane	£1.20	£2.40	£3.20	£6.40	£2.50	£3.50
Hunslet Lane	£1.20	£2.40	£3.20	£6.40	£2.50	£3.50
West Street	£1.20	£2.40	£3	£6	£2.50	£3.50
Quarry Hill	£1.30	£2.40	£3.50	£6.80	£2.50	£3.50
Claypit Lane	n/a	n/a	£3.50	£6.80	£2.50	£3.50
Maude Street *	n/a	n/a	£3.50	£3.50	£3.50	£6.80

\* Maude Street is technically the public highway and therefore “on street” but is treated as “off street” as it is arranged in the same way as a car park.

There were no price rises in these car parks in the last year. It is clear that there is increased demand in Meadow Lane, Hunslet Lane & West Street so a small increase of 10p an hour is appropriate. This also brings prices into line with the other car parks.

Saturday charges have not increased for 18 months and a small increase is appropriate, from £2.50 - £2.70 for 5 hours and £3.50 - £3.90 for over 5 hours. In addition, as with on street, the requirement to purchase a minimum of 5 hours parking is as disincentive for short stay use so a new one hour band is proposed. The Maude Street Saturday charge is out of line with the others and will be reduced.

	Monday – Friday				Saturday		
	1 hr	2 hr	5 hrs	Over 5 hrs	1 hr	5 hr	Over 5 hrs
Current	Various prices – see above				N/A	£2.50	£3.50
Proposed	£1.30	£2.60	£3.50	£6.80	£1.50	£2.70	£3.90

This should generate additional income of £25,000

#### 4.2 **Woodhouse Lane Multi-storey**

The closure of Portland Crescent has increased demand at this car park, and ongoing investment has improved the facility. Therefore a small increase of 10p an hour is appropriate on both weekdays and Saturdays.

	<b>Monday – Friday</b>			<b>Saturday</b>	
	<b>2 hr</b>	<b>5 hrs</b>	<b>Over 5 hrs</b>	<b>5 hrs</b>	<b>Over 5 hrs</b>
Current	£2.60	£3.50	£6.80	£2.50	£3.50
Proposed	£2.70	£3.70	£7	£2.70	£3.90

This should generate an extra income of £17,000.

#### 4.3 **Burley Road**

Burley Road is currently about half its usual size due to adjacent building works. The loss of spaces have led to it becoming full on frequent occasions. Although it is located nearby, Kirkstall Road is much less popular. Currently prices are the same for short stay and slightly cheaper (£4 rather than £5) for all day parking in Kirkstall Road. A small increase of 10p an hour on Burley Road is proposed, which should increase revenue and encourage greater use of Kirkstall Road, where prices will be frozen.

	<b>Monday – Friday</b>					<b>Saturday</b>	
	<b>2 hrs</b>	<b>4 hrs</b>	<b>6 hrs</b>	<b>8 hrs</b>	<b>10 hrs</b>	<b>5 hrs</b>	<b>Over 5 hrs</b>
Current	£1	£2	£3	£4	£5	£2.50	£3.50
Proposed	£1.10	£2.20	£3.30	£4.40	£5.50	£2.70	£3.90

In addition, permit prices have been frozen at £174 for 2 years. In this time the general tariff has been raised twice. Therefore a rise is appropriate, from £174 a quarter to £200.

This should raise an estimated £12,000 in this financial year, £10,200 in fee income and £1800 in permits.

#### 4.4 **Beckett Street**

Due to its location, Beckett Street is almost wholly used by hospital visitors. As the hospital also provide parking nearby their charges are an important comparator. Currently their prices are £1 an hour as compared with 70p in Beckett Street. An analysis of usage of this car park shows that it is the busiest Council facility by about 40% (in terms of numbers of hours purchased per bay). Even allowing for the fact that it is in demand 7 days a week, this indicates that it is near to capacity. A 20p per hour rise would ensure that it remains cheaper than NHS facilities whilst addressing the over demand.

<b>Charges in force 7 days a week</b>						
	<b>1 hr</b>	<b>2 hrs</b>	<b>3 hrs</b>	<b>4 hrs</b>	<b>5 hrs</b>	<b>Over 5 hrs</b>
Current	70p	£1.40	£2.10	£3	N/A	N/A
Proposed	90p	£1.80	£2.70	£3.60	N/A	N/A
NHS rate	N/a	£2	£6	£6	£6	£12

This should raise an additional £16,000 this year.

#### 4.5 **Otley**

No changes are planned in the Otley car parks.

4.6 The additional revenue arising from these selective changes will amount to:

On Street	37,000
Beckett Street	16,000
Burley Road	12,000
City Centre long stay	25,000
Woodhouse Lane	17,000
<b>Total</b>	<b>£107,000</b>

## 5 RISKS

It is by no means certain that the proposed increases will result in the income reported above. This analysis was based on previous experience but the following factors may impede this outcome :

- Previous price rises in April have led to less demand for parking and lower than expected returns
- As a result some car parks actually take less income than in the previous financial year.
- The price differential between inner city Council car parks and the private sector used to be about 40%. It is now less than 10% in some areas. This is important because the private sector offer better car parks in terms of security, lighting , surface and general appearance.
- There are between 2000 – 3000 spaces in outer city car parks (mostly without planning permission) in direct competition with Council facilities at much lower prices.
- With no significant capital investment for several years the Council's car parks are steadily deteriorating.

## 6.0 WARD MEMBERS AND/OR OTHERS CONSULTED

6.1 The Executive Member for City Services has been consulted on the content of the report. Executive Board have approved the overall level of increase in parking charges as part of the proposals for the 2006/07 budget.

## 7.0 RESOURCE IMPLICATIONS

7.1 Funding: The cost of conversion of the tariff mechanisms on Pay and Display machines, revised signing and stationary and advertising of the Parking Place Orders necessary to implement those revised charges and the time banding arrangements, will be funded from the Department's revenue estimates.

7.2 Staffing: There are no staffing implications arising from the proposals.

## 8.0 SPECIFIC IMPLICATIONS FOR ETHNIC MINORITIES, WOMEN OR DISABLED PEOPLE'S GROUPS

8.1 There are no specific implications for ethnic minorities or women. Vehicles displaying a Disabled Person's Badge (Blue Badge) and conveying the person to whom the badge was issued are able to park free of charge all day in the areas covered by the proposal.

## 9.0 IMPLICATIONS FOR CORPORATE AND DEPARTMENTAL POLICIES

9.1 The proposed charges are consistent with the Parking Strategy advocated in the Environmental policy.

Mobility: See comment in 6.2 above

There are no implications for other Corporate Policies of the Council  
The proposed charges are consistent with the Parking Strategy advocated in the Leeds Transport Strategy and in line with the parking element of the Government guidelines on an integrated transport strategy.

## 10 **Conclusions**

- 10.1 Following the review of parking charges it is considered appropriate to amend and change tariff bands on some charges whilst maintaining others at current levels.

## 11.0 **RECOMMENDATIONS**

- 11.1 The Director of City Services is requested to approve the revised charges/changes outlined in this report.



- Ultra short stay
- Central short stay
- Outer short stay
- Outer long stay
- Extended Outer Long stay



TYPE OF TOLLWAY  
 155 P.E.S.  
 35 METRE  
 OFF STREET  
 10

# MAP 1 – JULY 2007

APPROVED	S.N.	S.-S.N.	S.-C.
FIRST APPROVED	Chg		

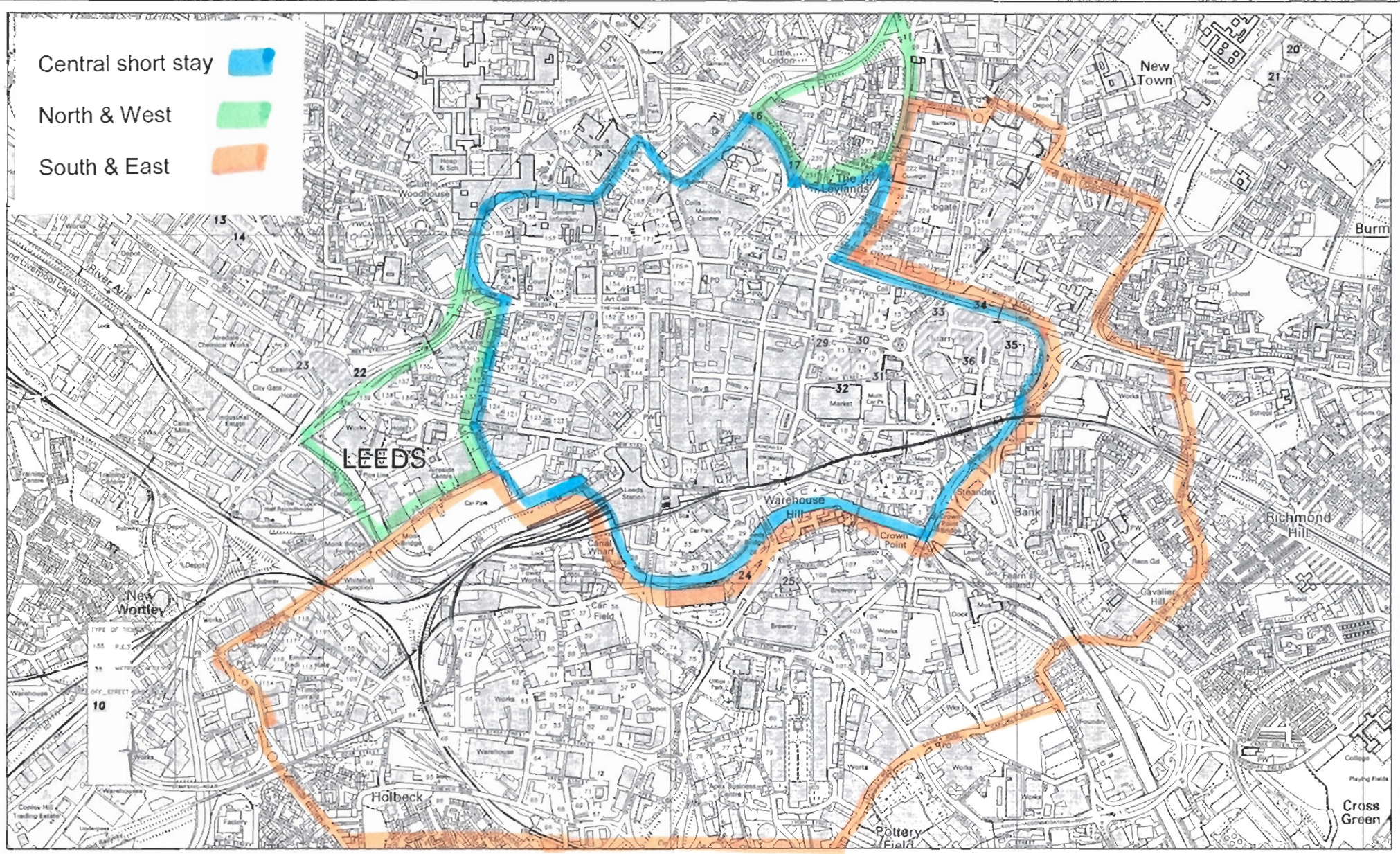
ISSUED BY	DATE
Chg	04/05
CHECKED BY	DATE
Chg	04/05
ISSUED BY	DATE
Chg	04/05

N.T.S.



LEEDS CITY COUNCIL

DRAWING NUMBER
TF27-4
DATE
APRIL 2005



# MAP 2 – PROPOSED CHANGES

DRAWN	CHECK	DATE	SCALE	DRAWING NUMBER								
CHD			N.T.S.	TF27-4								
<table border="1"> <tr> <td>DATE</td> <td>BY</td> </tr> <tr> <td>04/05</td> <td>CHD</td> </tr> <tr> <td>04/05</td> <td>CHD</td> </tr> <tr> <td>04/05</td> <td>CHD</td> </tr> </table>			DATE	BY	04/05	CHD	04/05	CHD	04/05	CHD		DATE: APRIL 2005
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