



Originator:
Thomas O'Donovan
Peter Mudge
Tel: 224 3040

Report of the Director of Environments & Neighbourhoods Directorate

South Leeds (Outer) Area Committee

Date: Monday 17th December 2007

Subject: Queensway Car Park, Morley

Electoral Wards Affected:

Ardsley & Robin Hood
Morley North
Morley South
Rothwell

Specific Implications For:

Ethnic minorities
Women
Disabled people
Narrowing the Gap

Council
Function

Delegated Executive
Function available
for Call In

Delegated Executive
Function not available for
Call In Details set out in the
report

Executive Summary

This report presents the results of the recent survey at Queensway car park Morley and suggests improvements to parking. In particular it addresses the issue of providing more short term and readily available spaces to people wishing to visit and shop in the town by the introduction of some waiting limits.

The survey was commissioned by Outer South Area Committee and carried out by the Transport Policy Monitoring Section of City Development and has subsequently been approved by Parking Management.

The survey took place on Wednesday 26th September 2007 and Saturday 29th September 2007 during the hours of 0700 to 1800.

The full survey is attached at Appendix A.

Appendix 4

1.0 Background

(For ease of reference in this report, the Queensway Car Park has been divided into 5 sections as shown by the map in Appendix A)

- 1.1 For large parts of the day the car park is operating at or above its operational capacity. During these times it is obvious that drivers are encountering difficulties in finding vacant spaces. It is a very popular car park catering for various groups of users, primarily: shoppers, workers, patrons of various establishments and visitors to Morley Town Centre.
- 1.2 The number of visitors to the town centre is increasing and, through marketing and positive publicity, this is a trend which can continue, leading to an improved local economy and an ever more attractive town centre. But for the retail spend to increase, there must be easily accessible parking spaces for new visitors to the town centre.
- 1.3 The survey found no evidence to suggest that the car park is being used as a park-and-ride site. It was found that Section 2 catered for the highest number of long stayers (> 6 hrs) on both survey days.
- 1.4 As expected, there is greater number of long stay parkers (> 6 hrs) on a weekday compared to a Saturday.

Peak Occupancy

Section	Wednesday	Saturday
1	100% at 1200 hrs	100% at 1400 hrs
2	101% at 1500 hrs	100% at 1100 hrs
3	101% at 1100 hrs	102% at 1200 hrs
4	100% at 1100 hrs	101% at 1100 hrs
5	83% at 1100 hrs	100% at 1100 hrs
Total	95% at 1100 & 1400 hrs	100% at 1100 hrs

Appendix 4

2.0 Options for consideration

- 2.1 Introduce a maximum stay of 2 hours Monday to Saturday at sections 1 & 2. It would mean greater turnover and be of benefit to shoppers as they would not have to carry their shopping over a long distance. Any shopper wishing to stay for more than 2 hours could park in Sections 3, 4 or 5 – all of which offer unlimited stay parking. Officers of Area Management, including the Town Centre Manager and LCC Transport Policy Section recommend this as the preferred option.
- 2.2 Introduce a maximum stay of 3 hours Monday to Saturday at sections 1 & 2. Option 2 would see improved accessibility and turnover of parking spaces near the town centre shops. However the appearance of available spaces would be less frequent than in Option 1 and the only people to benefit would be those wishing to shop in the town for over 2 hours and below 3.
- 2.3 Introduce a maximum 2 hour stay for Monday - Saturday at Sections 1, 2 and 3. This is the preferred option for Wm Morrison's. The advantage to the town would be that there is a greater availability of spaces for shoppers as the turnover of users would be even faster. Officers concern's is mainly whether there would still be sufficient available space for people working in the town centre.
- 2.4 Introduce maximum stay (2 or 3 hours) across the whole car park. The disadvantage of such a scheme is that people working in the town and their companies would be significantly inconvenienced and would need to regularly return to their cars to move them to a different car park. It is believed that this would be hugely unpopular and lead to chaos in the daily running of the town centre.
- 2.5 The final option is to do nothing. But the car park is often full to bursting point and visitors and residents are discouraged from visiting the town centre if finding a parking spot is an issue. All parties agree to do nothing is not an option.

3.0 Finance

3:1 The cost implication for Option 1 or 2 is £12,000 to include signage, meters and notification. Wm Morrison's has indicated it will be willing to assist with funding to support aspects of these proposals. Whilst appreciating the offer from Wm Morrison's, Members are asked to approve funding for the whole project subject to discussions with Wm Morrison's. If discussions with Wm Morrison's are successful then the Area Committee funding requirement will be reduced.

4.0 Implications for Council Policy and Governance

41. As this is not a delegated function the Area Committee are asked to express a preferred option for Parking Management to consider for implementation.

Appendix 4

5.0 Legal and Resource Implications

5.1 The proposed alterations can fit within existing legislation.

6.0 Conclusions

6.1 The car park is already full to bursting point and visitors and residents are discouraged from visiting the town centre if finding a parking spot is an issue. It would seem most appropriate to ensure the car park continues to provide enough parking for workers in the town yet also ensure parking near the town centre enjoys an efficient turnover.

7.0 Recommendations

7.1 Members of the Outer South Area Committee are requested to:

- Note the content of this report
- Agree Option One as the preferred option. (Sections 1 and 2 will offer a maximum 2 hour stay while sections 3, 4 and 5 offer parking with no time limits)
- Pending the outcome of discussions with Wm Morrison approve a maximum expenditure of £12,000 to Parking Management for implementation of Option One.
- In association with Parking Management, review the situation at the end of its first year of operation.