

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	11 JANUARY 2018	AGENDA ITEM:	11
TITLE:	OFF-STREET PARKING MANAGEMENT AT LEISURE SITES - PROPOSALS FOR STATUTORY CONSULTATION		
LEAD COUNCILLOR:	TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
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1. EXECUTIVE SUMMARY

- 1.1 This report seeks approval for Officers to undertake statutory consultation for the implementation of managed parking (including the introduction of parking charges) at some leisure sites. The introduction of managed parking is primarily for the purpose to protect parking for the purpose of the leisure facility.
- 1.2 Some of our leisure car parks attract parking from the surrounding area leaving little or no car parking for legitimate users of the leisure facility. This is certainly the case at Academy Sport in south Reading where users of the sports facility struggle to park Monday to Friday.
- 1.3 Some leisure facilities already have managed car parks with tariffs which have proved to be very effective. These include Central Pool, Meadway and Rivermead sports centres, Thameside Prom and Kensington Road playing field. This proposal has considered the success of the existing schemes and extends the initiative further.
- 1.4 Appendix 1 provides the leisure car parks for statutory consultation and the associated tariff.

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee notes the report.
- 2.2 That the Head of Legal and Democratic Services be authorised to undertake statutory consultation for off-street managed parking (including the associated tariff) at leisure sites as shown in Appendix 1, in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 2.3 That subject to no objection(s) being received, the Head of Legal and Democratic Services be authorised to make the Traffic Regulation Orders.
- 2.4 That any objection(s) received, following the statutory advertisement, be reported to a future meeting of the Sub-Committee.
- 2.5 That no public inquiry be held into the proposals.

3. POLICY CONTEXT

- 3.1 The proposals are in line with Reading Borough Council's Local Transport Plan (LTP3) for the period 2011-26 and current traffic management policies and standards.

4. BACKGROUND, PROPOSALS AND RECOMMENDATIONS

- 4.1 This report recommends that Officers be granted approval to undertake statutory consultation for the implementation of managed parking (including the introduction of parking charges) at some leisure sites. The introduction of managed parking is primarily for the purpose to protect parking for the purpose of the leisure facility.
- 4.2 Some of our leisure car parks attract parking from the surrounding area leaving little or no car parking for legitimate users of the leisure facility. This is certainly the case at Academy Sport in south Reading where users of the sports facility struggle to park Monday to Friday.
- 4.3 The Council's Parking Services Team already directly manages several Leisure car parks in-house, such as; Kensington Road & Thameside Promenade. Costs associated with the supply of ticketing machines and associated enforcement visits are offset by the income received from parking fees and the issuing of PCN's. This returns a modest surplus operational income to the Council.

- 4.4 Parks & Open Spaces car parks are utilised by a diverse audience, many of whom derive social and health benefits from the use of associated park land and sports facilities. It is felt important to balance the needs/interests of user groups with the requirement to deliver services in a sustainable manner and tackle some of the issues that arise from an absence of active car park management, such as; Anti-Social Behaviour (ASB), travellers, inappropriate sexual activity and misuse/abuse - being used for all day commuter parking.
- 4.5 A number of local authorities and public bodies have, as a method of addressing budget pressures, sought to introduce parking charges to reinvest in the service.
- 4.6 Appendix 1 provides the leisure car parks covered by this proposal for statutory consultation and the associated tariff.

5. CONTRIBUTION TO STRATEGIC AIMS

5.1 These proposals support the aims and objectives of the Local Transport Plan and contribute to the Council's strategic aims, as set out below:

- Providing the infrastructure to support the economy.
- Keeping the town clean, safe, green and active.
- Remaining financially sustainable to deliver these service priorities.

5.2 The proposals also contribute to the Council's strategic aim to:

- Develop Reading as a Green City with a sustainable environment and economy at the heart of the Thames Valley.

6. COMMUNITY ENGAGEMENT AND INFORMATION

6.1 Statutory consultation will be carried out in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

7. LEGAL IMPLICATIONS

7.1 The creation of - and changes to existing - Traffic Regulation Orders will require advertisement and consultation, under the Road Traffic Regulation Act 1984 and in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

7.2 Implemented restrictions will be signed in accordance with the Traffic Signs, Regulations and General Directions 2016.

8. EQUALITY IMPACT ASSESSMENT

8.1 In addition to the Human Rights Act 1998 the Council is required to comply with the Equalities Act 2010. Section 149 of the Equalities Act 2010 requires the Council to have due regard to the need to:-

- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

8.2 The Council does not consider that the proposals will have a direct impact on any groups with protected characteristics. However, this will be reviewed as a part of the consultation process and assessed again prior to recommending the permanent implementation of any restrictions, as appropriate.

9. FINANCIAL IMPLICATIONS

9.1 This proposal is designed to be self-financing through revenues raised by the tariff and any enforcement action. Any surplus must be used for the operation and management of the car parks and wider parking and transport strategy.

10. BACKGROUND PAPERS

10.1 None

Appendix 1 - Proposed Tariffs

Central Pool

- £1 for up to 2 hours
- £3 for up to 3 hours
- £6 for up to 4 hours
- £8.00 for up to 5 hours
- £10.00 for 24 hours

£3.50 Night time 9pm - 5am

South Reading Leisure Centre (Academy Sport)

Palmer Park

Prospect Park

- FOC - 1hr
- 60p for 2 hours
- £1.50 for 3 hours
- £10.00 for 24 hours
- £2 Night time

This tariff structure is designed to protect the interests of the majority of site users, with no fee for the first hour and a fee no greater than 60p charged for a stay of up to 2hrs.

By way of comparison Wokingham District Council introduced the following schedule of Car parking charges at Dinton Pastures;

Weekdays (from 1 October to 1 March)

- Up to 4 hours: £1.20 per hour
- 4 hours plus: £6.00 flat rate

Weekdays (from 2 March to 30 September)

- Up to 4 hours: £1.50 per hour
- 4 hours plus: £6.00 flat rate

Weekends: all year (including Bank Holidays)

- Up to 4 hours: £1.50 per hour
- 4 hours plus: £6.00 flat rate
- Coaches - £16 flat rate per day (all year)

Parking season tickets

- Standard 6 months: £75.00, 12 months: £150.00
- Concessionary 6 months: £56.00, 12 months: £112.50