

---

To: Scrutiny Co-ordination Committee

Date: 06 January 2021

**Subject: Introduction of Parking Charges at War Memorial Park - – Consideration of Objections Following a Period of Consultation**

---

## **1 The decision which is the subject of the Call-in and the reason for Call-in**

- 1.1 The decision by Cabinet Member for Policing and Equalities to grant permission for the Introduction of Parking Charges at War Memorial Park after Consideration of Objections Following a Period of Consultation was called in by Councillors Andrews, Bailey and Ridley.
- 1.2 The reasons given for the call-in, which has been validated, were as follows:

'Whilst the principle of introducing charges at the War Memorial Park was approved at a meeting held on the 25th February 2020, the public consultation was not held until October 2020. At the Cabinet Member meeting held on December 2020, insufficient information and data was presented to the Cabinet Member in relation to the potential impact of displacement parking in local residential roads.

We would like to consider this matter in further depth including with officers from our highways team.'

## **2 Background to the decision**

- 2.1 Cabinet Member for Policing and Equalities considered a report on 3<sup>rd</sup> December 2020 entitled 'Introduction of Parking Charges at War Memorial Park – Consideration of Objections Following a Period of Consultation'.
- 2.2 At the meeting, the Cabinet Member for Policing and Equalities was asked to consider the proposed introduction of parking charges, and subject to the consideration of the objections to approve the implementation of the charging structure at the War Memorial Park as detailed in the report, noting that this would be undertaken by making of the said Variation Order.
- 2.3 The Cabinet Member for Policing and Equalities approved the implementation of the charging structure at the meeting following consideration of the objections.

## **3 Information relating to the call-in**

- 3.1 Prior to the pandemic Leamington Road Car Park was frequently full by 8am during the working day by people parking their cars in this location and walking into work. This denied access by genuine park users and was a primary consideration in the decision to introduce charging for park car park use.

- 3.2 Leamington Road Car Park has a limit of 42 spaces it is estimated that the introduction of charges will free up 30 spaces for regular rotation. The average daily usage figures across all car parks is conservatively estimated at 525 cars. This figure was established through visual observations by officers based at the War Memorial Park and have been used for the purposes of establishing the charging model only and has not been formally recorded.
- 3.3 Highways parking enforcement have confirmed that they do not have any evidence of parking being historically displaced from the War Memorial Park onto surrounding streets through normal park use. Except for when the park is holding large events (e.g. the Godiva Festival), and these are separately enforced by traffic management.
- 3.4 During the Covid-19 pandemic, there have been instances where general park usage has been greater than the Car Park capacity on site. This has been managed by the providing security and traffic management during busy weekends. The parks service will continue with this process as long as is necessary.
- 3.5 As per the Cabinet Member meeting on the 3<sup>rd</sup> December The Head of Streetpride and Greenspaces has agreed a methodology for monitoring on street parking and traffic volumes for the park as follows:
- i. Prior to the car park charging going live three months of on street parking and traffic counting data will be collected by our highways team and their contracted numerators.
  - ii. A further period of data collection will take place for three months following the introduction of charging.
  - iii. In addition to the above the evidence from park users, Ward Members and the Friends of the War Memorial Park will be used to inform any report back to the Cabinet Member Policing and Equalities.
- 3.6 At this time significant vehicle displacement is not predicated. The tariff proposed has been carefully considered to minimise vehicle displacement. The reasons for this include:
- 1. Three hours free will be enough time for many visitors to enjoy a visit to the park before any charges would apply.
  - 2. Visitors to parks now expect to pay/are willing to pay a parking charge to visit as is the case for majority of major parks/attractions including those in neighbouring councils.
  - 3. The park car parks offer additional benefits such as added security to parking on street and proximity to the open spaces and attractions the park offers.
  - 4. Those persons parking all day benefiting currently from free parking will not all choose to park on local streets - some will choose to pay for day or use weekly pass option as detailed in the report; some will choose a car park nearer to city centre or some will take an alternative form of travel including greener transport such as cycling.
- 3.7 The attached plan (Appendix A) identifies those streets in the surrounding vicinity of the War Memorial Park which are covered by restrictions (colour code provided) and those not presently covered by restrictions (grey coloured streets). Those which are subject to parking restrictions have been identified with assistance from colleagues in Highways. As have the streets for potential displacement parking following the introduction of charges at the Park. Whilst all areas around the park will be monitored as per paragraph 3.5 above, attention will be given to roads where no parking restrictions are in place (those coloured grey). As these are likely to cause the most inconvenience to local residents.
- 3.8 Lead times for installation of system are likely to be between 8–12 weeks which will provide a good period to collect benchmark data prior to commencement of charging.

- 3.9 Once systems are installed these will provide an accurate ongoing data set including vehicle visitor numbers and average length of stay at each car park.
- 3.10 Where there is evidence of displacement, the authority can review the most viable solution. A summary of options is provided below:
- i. Restrictions which could be used to prevent displacement parking.
  - ii. No waiting restrictions – these can be 24/7 such as double yellow lines or part time such as preventing parking for an hour in the morning and an hour in the afternoon. However, these types of restrictions also apply to residents and their visitors. There is a legal process to installing waiting restrictions as they require a Traffic Regulation Order.
  - iii. Residents' parking/permit parking – these schemes require a vehicle to have a valid permit to be able to park. There is a CCC policy for the implementation of these schemes, which includes that at least 60% of households in a scheme area must be in favour of a scheme. The permits are not free, the residents must buy them.

**Briefing Note author(s)**

**Name and job title:** Graham Hood - Head of Streetpride & Greenspace

**Directorate:** Streetscene and Regulatory Services

**Tel and email contact:** 024 7697 2066 graham.hood@coventry.gov.uk

**Name and job title:** Howard Proctor, Project officer

**Directorate:** Streetscene and Regulatory Services

**Tel and email contact:** howard.proctor@coventry.gov.uk