

ANGUS COUNCIL

14 JUNE 2018

PARKING CHARGES

REPORT BY HEAD OF INFRASTRUCTURE

ABSTRACT

This report details the outcome of the public consultation following the agreement to introduce parking charges and proposes how the charges will be implemented.

1. RECOMMENDATION(S)

It is recommended that the Council:

- (i) notes the consultation responses regarding the implementation of parking charges;
- (ii) agrees not to implement on-street charges at this time;
- (iii) approves the details for off-street parking charges, as set out in this report and section 5.1 below; and
- (iv) notes a parking permit will be introduced for the off street car parks and that Blue Badge holders will continue to park for free;

2. ALIGNMENT TO THE ANGUS LOCAL OUTCOMES IMPROVEMENT PLAN/CORPORATE PLAN

This report contributes to the following local outcomes contained within the Angus Local Outcomes Improvement Plan and Locality Plans:

ECONOMY

- An inclusive and sustainable economy

PLACE

- Safe, secure, vibrant and sustainable communities
- An enhanced, protected and enjoyed natural and built environment

3. BACKGROUND

3.1 Special Angus Council on 15 February 2018 agreed the review of public parking in Angus, and potential to generate income through charging (Report 59/18, Schedule 3e which is reproduced in Appendix 1) as part of the Change Programme.

3.2 As detailed in Report 59/18, Schedule 3e, the forecast income from the introduction of on- and off-street parking charges was established as £300,000 in financial year 1 (half year in 2018/19), and over £700,000 per year thereafter. The Council's 2018/19 revenue budget was therefore set on the expectation of £300,000 of car park charges income being received. The implementation of parking charges would allow for the current running costs/maintenance of car parks to be funded from income generated rather than through the general fund. By doing so, the income will help protect other front line services.

3.3 As part of the implementation of car parking charges (as recommended in Schedule 3e), Members agreed that Council officers undertake consultation with the public and business community.

4. CURRENT POSITION

- 4.1 A consultation with the public and business community opened on 6 April 2018. 1,756 responses were received by the close of the consultation at 5pm on 8 May 2018. The results of the consultation are summarised in Appendix 2.
- 4.2 In addition to the above consultation available via the council website, community councils were also invited by letter to provide responses to the consultation. Responses were received from five community councils: Royal Burgh of Forfar, Monifieth, Lunanhead and District, Kirriemuir Landward East and Monikie and Newbigging. The comments received from the community councils are summarised in Appendix 3.
- 4.3 A number of additional comments were received from individuals; organisations including the Federation of Small Businesses; and groups representing businesses. Some of these duplicated consultation responses from named businesses.
- 4.4 A petition of 4,408 was also received via change.org.uk asking that 30 minutes of free on-street parking be provided.
- 4.5 The above responses can be seen in the context of 53,333 households; Figures from Transport Scotland (Scottish Transport Statistics No 35: 2016 Edition) show that 618 vehicles are registered per 1,000 people aged 17+. Given the 116,900 population of Angus, this equates to around 72,000 licenced vehicles. It is considered that the number of drivers resident in Angus will be less than 72,000 given multiple car ownership.

5. PROPOSALS

- 5.1 Based on the responses of the consultation exercise and development of the proposals on which the recommendations in Report 59/18, Schedule 3e was based, the following are proposed:
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- 5.1.1 Retain free 30 minute parking on street, and retain the existing enforcement;
- 5.1.2 Re-introduce off street parking charges as agreed in Report 59/18 at £1 per hour up to a maximum of £4 for 4 to 9 hours; with an expected commencement date of 1 October 2018; excluding the village car parks. The date has been set so as to install the required meters and signage, which was then used to calculate the originally forecast income in year 1 of £300,000.
- 5.1.3 Blue Badge holders will remain free to park; and an annual/half annual permit will be available to any permitted vehicle at a cost equivalent to £1 per day based on 5 days per week/per year parking;
- 5.1.4 All payments will be cashless, that is by payment card, Chip & Pin; contactless, or by phone and app only. This is considered to provide the most efficient and cost effective means of charging;
- 5.1.5 The meters will be solar powered, which is considered to the most efficient and cost effective and least disruptive means of power supply;
- 5.1.6 Short stay (up to 2 hour) car parks will be retained where these currently exist..
- 5.1.7 The parking charges will not apply to electric charging bays in off-street car parks; but vehicles which are not charging will be subject to enforcement..
- 5.1.8 The parking charges will apply for Mondays to Saturdays 8.30am-5.30pm, excluding Christmas and New Year's Day.
- 5.2 Noting the council's Medium Term Financial Forecast there may need to be further consideration of on-street parking charges undertaken as part of the ongoing Change Programme. This can follow a review of the implementation of the off-street parking charges.
- 5.3 The existing arrangements at AngusAlive establishments at Glen Doll, Crombie and Monikie Country Parks remain unchanged.

6. FINANCIAL IMPLICATIONS

- 6.1 The Council's 2018/19 revenue budget was set on the expectation of £300,000 of car park charges income being received. It is therefore necessary to implement the recommendations in this report to achieve the income agreed through the budget process.
- 6.2 Report 59/18 (Schedule 3e) envisaged both on and off-street parking charges being required to achieve the income targeted but also assumed that the one-off costs of buying and installing meters, etc. would be met from charges income in the first year. These one-off costs were previously estimated to be £165,000 with on going lease costs of £90,000 p.a.
- 6.3 Given the consultation feedback and having reviewed the previous assumptions about costs and income generating potential it is estimated that the £300,000 budgeted income target for 2018/19 can still be met from introducing off-street parking charges only providing that the one-off costs associated with setting this up are met from another funding source. It is also now proposed to buy rather than lease the equipment. It is accordingly proposed to fund those one-off costs (estimated at £275,000 in 2018/19) from the Council's 2018/19 capital budget with the borrowing associated with this being charged back to the Car Park Trading Account.
- 6.4 Although it will depend on usage, etc. the proposals in this report are still expected to achieve £700,000 in charges income in the first full year of operation (2019/20).
- 6.5 It is important to consider the introduction of car parking charges in the context of the £18.1m funding gap the Council had to bridge when setting its 2018/19 budget and the projected further funding gap of £25.9m which is expected to exist in the 2 following financial years.

7. RISK

- 7.1 The risks to the proposals presented in this report relate principally to the actual income generated by the introduction of parking charges in off-street car parks being lower than required to offset the reductions in revenue to Roads & Transportation services for 2018/19 and future years.
- 7.2 These risks will be monitored and reviewed as part of budget and financial management processes.

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NOTE:

The background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (other than any containing confidential or exempt information) which were relied on to any material extent in preparing the above report are:

Report No. 59/18 – Change Programme, Angus Council, 15 February 2018 - Schedule 3e: Income: Public Parking review.

List of Appendices - Appendix 1 - Copy of Schedule 3e: Income: Public Parking review.
Appendix 2 - Summary of Parking Consultation Responses
Appendix 3 - Comments from Community Councils

Copy of Schedule 3e: Income: Public Parking from Report 59/18

SCHEDULE 3e

ANGUS COUNCIL

SPECIAL ANGUS COUNCIL – 15 FEBRUARY 2018

CHANGE PROGRAMME: INCOME PUBLIC PARKING REVIEW IAN COCHRANE, HEAD OF
TECHNICAL & PROPERTY SERVICES**ABSTRACT**

This report relates to the review of public parking in Angus, and potential to generate income through charging.

1. RECOMMENDATIONS

1.1 It is recommended that Angus Council:

- (i) Agrees to the review of public parking in Angus, and potential to generate income through charging as set out in section 4 of this report.

2. ALIGNMENT TO THE ANGUS LOCAL OUTCOMES IMPROVEMENT PLAN/CORPORATE PLAN

2.1 This report contributes to the following local outcome contained within the Angus Local Outcomes

Improvement Plan, Locality Plans and Council Plan:

- we want our communities to be strong, resilient and led by citizens

3. BACKGROUND

3.1 The programme involves a review of public parking in Angus, and potential to generate income through charging. The potential income to offset service savings was estimated at £700,000, with timing of the introduction of charges to commence in part year 2018/19 giving a £300,000 in 2018/19 and a further £400,000 in 2019/20.

3.2 Car parking charges were previously in place in Angus at the time of Tayside Regional Council. In

1994/95, the income from off street car parking before the removal of charges was £101,000 when charged at 15p for 1 hour; and 50p for 10 hours. In 1996, the Angus portion of the car park trading account had a surplus of circa £0.5m. The previous history of the Tayside Regional Council car park trading account confirms that it is feasible to deliver income.

4. PROGRESS OVERVIEW

4.1 The review utilised the principles of the HM Treasury guidance (5 cases model) to look at the strategic case; economic case; management case; commercial case; and financial case for the introduction of charges.

4.2 The proposal has been benchmarked against other local authorities with some 24 out of the 32 councils in Scotland charging for off street and 13 charging for on street parking. The level of potential charges has also been benchmarked, notably with neighbouring councils.

4.3 The business case explores the details around the proposal and the following bullet points summarises the main findings:

- Whilst car parking in Angus is currently free to use, the current running costs and structural maintenance of the car parks has to be funded through the general fund. Parking charges allows the cost to be met from the users relieving the burden on the general fund and protecting other front line services.
- 83% of the 1million tourists to the area do not currently contribute to the service; 23% of our residential properties do not have access to a vehicle.
- Charging for car parking will assist in modal shift and encourage support for our subsidised bus services.
- Charging will also give the opportunity to address the current limitations of 30 minute on street parking restrictions by allowing customers freedom to choose their period of stay. Feedback from Members suggest this should be up to a maximum of 2 hours.
- Blue Badge holders will continue to be able to park for free.
- Annual tickets will be available for off-street parking for residents who are within time restricted parking areas; payment by Direct Debit will be explored.
- Options for longer parking periods to support the use of rail travel will also be explored.
- Whilst the removal of charges in 1996 was to encourage use of our town centres, the charges in other Council areas has continued to rise whilst the parking in Angus has remained free. As a result, the cost differential to travel and park in our neighbouring cities is significant. It is debatable that this cost is sufficient a deterrent to shopping locally.
- The car parking infrastructure in Angus is deteriorating and in need of funding for repairs. Given the other pressures on Council funding this is difficult to prioritise but as car parks continue to deteriorate our town centres will become less attractive to visitors. This project will fund car park repairs as well as providing the anticipated savings.

4.4 The level of potential charges has been benchmarked, notably with neighbouring councils/cities the latter being where the retail competition is greatest. The recommended level of charges is:

On Street	Up to 1 Hr	Up to 2 Hrs (maximum)
	£1.00	£2.00

Off Street	Up to 1 Hr	Up to 2 Hrs	Up to 3 Hrs	Up to 4 Hrs and up to 9 Hrs
	£1.00	£2.00	£3.00	£4.00

4.5 The report concludes that parking charges, at the level shown in the table above, will deliver the proposed outcome of the review: allowing car parking provision in Angus to be self-funding; allowing flexibility for on street parking stays; encouraging modal shift; and delivering income to protect the Council from the current savings needs in other parts of the Council service.

4.6 The modelled level of income from the above charges is calculated as £881,000 in a full year. In the first year there would be some installation costs for ticket machines at £165,000. Thus the first year trading account is expected to generate an income of £716,000. The split of this income is dependent on the timing of the Council's decision to introduce charges.

5. NEXT STEPS

5.1 Subject to agreement by Members the programme will progress to implementation.

NOTE: No background papers, as detailed by Section 50D of the Local Government (Scotland) Act 1973 (other than any containing confidential or exempt information) were relied on to a material extent in preparing the above report.

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SUMMARY OF PARKING CONSULTATION RESPONSES

- 100% of respondents would like a concession of 15 minutes free parking. The most frequent request was for 30 minutes free parking.
- 41 % of respondents agreed with a maximum daily charge for long stays of more than four hours and up to nine hours (the proposed extent of the daily charging period) in off-street Angus Council car parks. Responses indicate that £4 maximum is too expensive and £1 per hour is too expensive, and that a free period should be provided.
- 57% of respondents wanted short stay off-street car parks to continue to be limited to a maximum stay of two hours with no return within one hour. Responses indicate 2 hours is not enough and that 30 minutes of free parking should be provided.
- 84% agreed that parking charges should exclude Sundays and public holidays. Responses indicated that Saturdays should also be excluded.
- 46% agreed that parking suspensions should be permitted at the appropriate parking rate for the on-street or off-street parking spaces taken up. Responses indicated that suspensions should be processed free.
- 59% agreed with annual tickets being available for off-street parking for residents who are within time restricted on street parking areas. Responses indicated that these should be free for residents.
- 57% agreed with annual tickets being available for off-street parking for other regular users.
- 46% agreed that free parking for charging electric vehicles is provided within designated on-street or off-street parking spaces.
- 80% agreed that electric vehicles occupying a charging space, but not subject to parking charges, should be subject to parking enforcement.
- 90% of respondents were residents of Angus, with 19% town centre residents.
- 13% of respondents were businesses of Angus, with 9 % town centre businesses.
- 4% were traders; 7% carers; 17% commuters and 5% visitors/tourists.
- 93.6% of respondents use on-street parking on at least a weekly basis.
- 91.6% of respondents use off-street parking on at least a weekly basis.
- 2% of respondents are users of council on and off-street electric vehicle charging spaces.

COMMENTS FROM COMMUNITY COUNCILS

- An economic impact assessment has not been carried out;
- Concern that footfall and visitor numbers will be reduced;
- Not in favour of on-street charging and concerned about off-street costs for business employees;
- There should be 30-60 minutes of free parking;
- The consultation is misleading as there was no place to make general comment and charges are being reintroduced regardless;
- The adverse effects on high street retailers and businesses should be kept to a minimum;
- The proposed £4 maximum daily charge in car parks will be punitive for employees;
- Permits are a necessity/supported - £90 was suggested as a reasonable charge;
- Cost of suspensions should be kept to a minimum so as not to lead to a lack of building maintenance which would lead to town centre blight;
- The charges will drive shoppers away from villages and towns to big supermarkets;
- The same rate applying at Monikie and Crombie car parks should be applied to all Angus Alive sites.