



# **ANGUS COUNCIL PARKING POLICY**

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# Angus Council Parking Policy

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## 1. Introduction

Car parking is important in all settlements from the largest towns to the smallest villages. It affects the daily lives and routines of many people, across all groups of society; road users, commuters, shoppers, residents, tourists and disabled people are all faced with issues associated with car parking at some stage.

It is important to manage parking within any settlement effectively. In Angus there are a range of coastal and inland towns and villages, and they are all, to varying degrees, dependent on the economic vitality of their respective town/village centres.

A parking policy can:

- Support the local economy and facilitate development growth
- Meet residents' needs for car parking near their homes
- Provide access to key services and facilities for special needs groups and the mobility impaired
- Improve journey time reliability for road users
- Encourage sustainable travel modes
- Improve the efficiency of the council's parking service
- Enhance the built and natural environment
- Make Angus a safer place

Car parking has a significant impact on town centre vitality. Poor parking practices can force shoppers away from shops, obstruct traffic flow and endanger pedestrians. All of these factors can negatively impact upon the local economy. A coherent and well enforced parking policy can, therefore, have significant benefits for local economies.

In addition to this, a parking policy can have a significant impact upon traffic management. Parking management can encourage changes in trip patterns and the incidence of walking and cycling which has an impact on global air quality and health. Additionally, effective management of parking space coupled with appropriate signage can reduce the number of drivers crawling through the town centre seeking a parking space. These measures can reduce emissions and addresses local air quality issues as well as improving the town centre environment for pedestrians and from an aesthetic standpoint.

The effective management of parking will contribute towards Angus Council's vision "to ensure that sufficient, secure public parking is provided at appropriate locations to meet the needs of shoppers, tourists, short term business visitors, blue badge holders and commuters, and to maintain the economic vitality of town centres."

A parking policy provides a framework for future changes to parking practice in Angus and ensures a consistent approach is applied across the area. The parking policy does not detail prescriptive restrictions on how parking in any particular location should be managed, and any significant changes would need to be examined through statutory and public consultation in the normal way.

## Parking in Angus

There are three broad categories of car parking in Angus:

- On-street: this is parking within the adopted highway boundary that is regulated by the council acting as the highway authority. Enforcement of on-street parking regulations has historically been carried out by the Police but the introduction of decriminalised parking enforcement enables Angus Council to carry out this function.
- Public off-street: these are parking areas provided and maintained by the council which are open for use by the general public.
- Private off-street: parking that is privately owned for use by residents, employers, retailers, etc.

The majority of parking within Angus's towns and villages is off-street, publicly operated car parks and/or on-street parking. Typically, the parking stock is supplemented by large car parks operated by supermarkets.

With regards to on-street parking, the central areas of each of the seven towns are controlled by waiting restrictions. Limited waiting is restricted to 30 minutes in any hour between 8.30 am and 5.30 pm.

Angus Council operates 37 public car parks throughout the Angus area providing 1,684 spaces in total of which 271 are short stay (see [Appendix A](#) for a list of the public car parks within Angus). Until 1996, under the previous authority, there were charges in many of the car parks. In 1996 Angus Council decided that all parking should be free in order to encourage the use of off-street parking at that time.

Since then a number of the central area car parks in the towns have been made subject to a maximum stay of two hours to encourage turnover.

Long stay car parks have historically been provided at available locations within walking distance of town centres.

Because of the rural nature of Angus where each town serves a large hinterland, many journeys at present can only be made by private transport as no public transport is available or feasible.

At present, maintenance of the car parks is financed from revenue budgets, and the car park reserve account which has limited funds.

## 2. Parking Management Strategies & Policies

### 2.1 Strategy Objectives

Angus Council's car parking objectives are set out to be consistent with and contribute to the overall aims of the National and Regional Transport Strategies and Plans which seek to:

- achieve a reduction in overall traffic
- increase use of more sustainable and healthy forms of travel
- provide a more effective and efficient transport system

Whilst taking into account the economic vitality of centres and local objectives. [Appendix B](#) gives more detail of the national and regional parking management strategies and policies.

#### Local Objectives

Local objectives seek to:

- prioritise the parking needs of disabled people, local residents, businesses and their customers
- where appropriate discourage the use of central parking spaces for long stay and seek to maximise the availability of short stay spaces for use by shoppers and other short stay users
- ensure on and off-street restrictions are effectively enforced and impact on surrounding residential areas minimised.

### 2.2 Parking Policy Benefits and Limitations

#### Benefits

An effective parking policy will help to further a wide range of policy objectives including those based on:

- environmental benefits
- economic performance
- social (accessibility) goals

Managing the availability of parking is one of the few ways of controlling or restraining car use. Compared with major changes to infrastructure, parking policies are relatively easy to introduce and are a cost effective method of managing demand and can be modified to reflect changing situations.

## Limitations

Incomplete control of the available parking capacity can limit the ability to achieve policy objectives and there may be conflict between policies for parking and those for economic regeneration and traffic restraint. The council has a duty, in compliance with the Traffic Regulation Act 1984, Section 122, to 'secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the road'. Parking policies are not a total solution; other supporting measures will be required and any measure can become ineffective without adequate enforcement. Such measures include, traffic management with one-way narrow streets, servicing areas for commercial properties, public transport facilities, pedestrian crossing facilities, disabled persons parking bays, etc. Local parking enforcement in Angus will help to improve road safety and traffic flow.

## 2.3 Local Parking Policy

### i) On-Street Parking

The on-street parking policy aims to provide limited waiting parking facilities on the highway where it is considered safe to do so without undue interference with moving traffic, residents or businesses. As the local Roads Authority, Angus Council is already responsible for imposing on-street regulations and in determining policies the Council takes into account the guidance and regulations contained in the Traffic Signs Manual and Traffic Signs Regulations and General Directions.

### Objectives of On-Street Parking Control

- To remove the danger to other road users caused by obstructive parking
- To ensure adequate road space is available for the free movement of all road users
- To regulate and control the parking of vehicles, as far as is possible, to such places and times as are convenient to all road users and the needs of the community
- To improve accessibility, particularly for non-car owners and people with mobility or sensory impairment
- To maximise parking in off-street car parks
- To enable the safe servicing of industrial and commercial premises
- To reduce personal injury accidents

In town centres and business areas consideration will be given to the provision of waiting restrictions for vehicles loading/unloading in connection with business use at nearby premises. Each individual site will be considered on its merits.

## **ii) Off-Street Short Stay Parking**

In comparison to long stay parking facilities, the policy aims to give priority to, and manage the provision of, short stay parking in local centres. Short stay car parks and sections of on-street limited waiting are provided at suitable locations in the town centres close to shopping/business facilities. There is a need for more regular enforcement to deter commuter parking and to ensure adequate parking turnover. Short stay visitors are less likely to travel at peak periods, reducing congestion and improving the efficiency of the road network. They generate a high turnover, allowing more parking to be accommodated per parking space and supporting local commercial viability.

## **iii) Off-Street Long Stay Parking**

The policy aims to manage the provision of long stay parking in local centres, using limited waiting to encourage the use of more sustainable transport, and to promote the use of peripheral car parks where possible. Commuters generally travel at peak periods, contributing to congestion and emissions and require spaces for the entire working day. Wider transport objectives may be achieved through parking policy interventions aimed at long-stay users, e.g. by changing their travel patterns where possible. Long term on-street parking is generally available further out of town which can encourage use of more sustainable transport. Historically, most towns in Angus have existing car parks established over the years and several of the large long stay car parks are located within close proximity of the town centres. Other long stay car parks are nearby within walking distance to the town centres (mainly due to the relatively small town centre areas). It is important to maintain the correct balance of short and long stay parking facilities for each town with short stay parking to cater for shoppers/businesses and long stay for visitor/commuter parking.

## **iv) Disabled Parking**

The council ensures that disabled bays are provided at suitable locations for the convenience of disabled persons and to legislative standards. Local conditions and demand are considered in determining the number, quality and location of spaces provided which, in off-street car parks, will accord with disabled requirements. Disabled persons can also park in off-street car parks within any bay without limit of time, or on-street within limited waiting areas without time limit or on single or double yellow lines providing it would not endanger, inconvenience or obstruct other road users, including pedestrians –provided a blue badge is displayed within the vehicle.. Under current national legislation Angus Council will enforce disabled bays on and off street as required. Enforcement of central on-street disabled parking and off-street bays within council car parks will be carried out as part of normal attendant patrolling duties which also offers opportunity to check the validity of Blue Badges displayed. The Council has a duty to promote the proper use of disabled bays and the DPE powers the council has under the 1991 Road Traffic Act allows them to better facilitate this duty.

## **v) Specialist Parking**

### **Cycle Parking**

Cycling is an ideal way to make local journeys and assists with the reduction of congestion and CO<sub>2</sub> emissions as well as being a form of active travel with associated health benefits. In common with car journeys cycle trips end with a need for a parking facility. The Council will work to provide suitably located, safe and secure parking facilities both on and off street in town centres and at other locations where demand justifies.

### **Parking for Powered Two Wheelers**

The Council will consider requests for parking bays for motor cycles and work to ensure the provision of conveniently located, secure on or off street provision.

### **Taxis**

The Council will work to ensure that adequate provision is made for ranks for the standing of licensed taxis. These will be provided for access to town centres in locations where parked vehicles will not be hinder normal traffic flow.

### **Motorhomes**

Long stay car parks are well used with regular high occupancy rates. The regulations state certain conditions of use, (e.g. parking within marked bays, limitations of periods of stay, etc.), as well as restrictions of use,(e.g. - no person shall use any part of a car park, or any vehicle left in a car park for sleeping, camping, or for cooking purposes) which are not conducive with motorhome parking.

Facilities for motorhome parking are not provided at car parks due to the larger size of vehicles reducing available long stay parking capacity and the required high level of control associated with dedicated motorhome parking schemes e.g. administration, evidence of on-board facilities, monitoring duration of stay, etc.. However, although there are no specific areas in the ownership of the Council for motorhome parking, visitors should contact the local tourist information offices to enquire of the available commercially operated sites which offer overnight parking and associated facilities.

### **Electric Vehicle Charging Points.**

Scottish Government policy promotes the use of electric and plug-in hybrid electric vehicles, to improve local air quality and noise pollution, and have begun to make progress with the deployment of recharging infrastructure. Angus Council will support this incentive by assisting to identify suitable on-street or off-street locations for electric vehicle recharging points, where required. Parking controls may be necessary for these facilities.

## **v) Enforcement - Legislation**

Consistent, professional and impartial enforcement is essential to ensure parking policy interventions are implemented effectively and contribute to transport planning and economic development; within the provisions of the relevant legislation:

- The Road Traffic Regulation Act 1984 gives Councils powers to provide and manage off-street car parks, to regulate their use by Order and to make traffic regulation orders for traffic control and parking on the highway.
- The Road Traffic Act 1991 (Decriminalised Parking Enforcement) governs the transfer and use of parking enforcement powers.
- The Disabled Persons' Parking Places (Scotland) Act 2009

The above legislation covering on-street, off-street and disabled parking is instrumental in the parking enforcement by the Parking Attendants. Penalty charge notices will be issued to any driver parking in contravention of the legislation. The effectiveness of the parking enforcement service will be continuously monitored by the council.  
(See [Appendix C](#) for further details on legislation).

## 2.4 Parking Management

Illegal and inconsiderate parking affects everyone who uses the roads within Angus, it can cause a number of problems ranging from congestion to compromised pedestrian and traffic safety, therefore enforcement is important to persuade motorists to comply with the regulations in force and achieve the following benefits for all:

- Better turnover of on-street spaces arises from better enforcement, as drivers are less willing to overstay, to ensure that parking bays are available for their intended use. The increase in availability of parking spaces benefits residents, local businesses, shoppers and visitors
- Improved traffic flow, as drivers spend less time looking for a parking space. This leads to reduced delays and an improved local environment
- Improved road safety through better enforcement of illegal parking, making it safer for drivers and pedestrians leading to clearer roads and footways
- Improvement of accessibility for emergency services, public transport and utilities vehicles
- Improved accessibility for people with disabilities, as enforcement of disabled parking spaces means more spaces available
- Encouraging the use of other modes of transport such as walking and cycling where possible

It is recognised that parking enforcement is often emotive and controversial. There is a high level of public and media interest around parking issues. However it is also recognised that without the enforcement of restrictions, parking restriction abuse will result. Consequences

of abuse can create congestion, danger to road users and pedestrians and there is also the potential for increased environmental damage.

Under decriminalised parking enforcement, the Council has direct responsibility for parking enforcement in Angus, with the exception of high speed roads (A90 trunk road and the section of A92 between Dundee and Arbroath) and clearways, where the police remain responsible.

The parking management policy supports effective parking management by:

- Co-ordinating on- and off-street parking enforcement management to ensure a comprehensive and complementary approach
- Allocating parking permits/waivers with clear conditions of use based on transparent and consistent principles
- Maximising the potential of the Council's information technology system to support effective and efficient parking management operation
- Focusing on customer needs by:
  - i) Ensuring an efficient, robust and customer-friendly parking service
  - ii) Effective tackling of parking fraud (e.g. abuse of the Blue Badge Scheme)
  - iii) Ensuring an effective, fair and consistent enforcement operation to maximise compliance with Angus's parking regulations
  - iv) Consulting and communicating with both internal and external stakeholders to inform parking management issues

Certain parking contraventions remain the responsibility of Police Scotland (obstruction and restriction of access where there are no yellow lines, and at pedestrian crossing zig-zag lines).

## **2.5 Publicity and Information**

The Council will ensure that details of the location of all public parking facilities and any use restrictions applicable are made available to customers through:

- Pages on the Council's website

These will be reviewed on a regular basis and where necessary updated.

Information signs will be provided at all car parks. These will be kept to a simple and unambiguous format and will provide the following information:

- Who operates the parking place (the name of the council)
- The controlled hours
- Exemptions (Blue Badge holders etc)
- Any maximum stay periods/non return periods
- What type of vehicle may or may not use the parking place

- That a penalty charge might be incurred if the regulations are contravened where decriminalised enforcement applies
- Contact information, where additional information about the Parking Places Orders and related matters can be obtained

## Appendix A – List of Angus Council operated Public Car Parks

Town	Stay	Capacity	Town	Stay	Capacity
<b>Arbroath</b>			<b>Kirriemuir</b>		
Gravesend	L	15	Bellie's Brae	L	63 (3)(2)
Guthrie Port	L	10 (1)	Glengate	L	27
Helen Street	L	23 (1)	Reform Street	S	63 (3)
High St / Hill St	L	119 (3)		<b>TOTAL</b>	<b>153 (6)(2)</b>
Ladybridge St / Marketgate	L	99 (4)			
Leonard St / Barngreen	L	28 (1)	<b>Montrose</b>		
Millgate/North Grimsby	L	79 (1)	Baltic Street	S	26 (2)
North Port / Hamilton Green	S	21 (1)	Lower Hall Street	L	80
The Shore	L	34 (1)(2)	Murray Lane	L	62 (2)
West Abbey Street	S	45 (3)		<b>TOTAL</b>	<b>168 (4)</b>
Stanley Street	L	69 (4)			
St Vigean's	L	15	<b>Ferryden</b>		
	<b>TOTAL</b>	<b>557 (20)(2)</b>	William Street	L	12
				<b>TOTAL</b>	<b>12</b>
<b>Brechin</b>			<b>Glamis</b>		
City Road (West Side)	L	29 (1)	Within Village	L	31(1)
City Rd (South End)	L	15 (1)		<b>TOTAL</b>	<b>31(1)</b>
Market Street	S	18 (1)			
Church Street	S	32 (4)	<b>Fowlis Easter</b>		
Maisondieu Lane (East)	S	16 (1)	Within Village	L	14
Maisondieu Lane (West)	L	63 (1)		<b>TOTAL</b>	<b>14</b>
	<b>TOTAL</b>	<b>173 (9)</b>			
<b>Carnoustie</b>			<b>GRAND TOTAL</b>		
High Street	S	33 (2)		<b>1,684</b>	<b>Spaces</b>
Links Avenue	L	33 (2)		<b>56</b>	<b>Disabled</b>
Park Avenue	L	50 (2)		<b>4</b>	<b>Electric</b>
	<b>TOTAL</b>	<b>116 (6)</b>		<b>3</b>	<b>Coaches</b>
<b>Forfar</b>					
Green Street	S	17 (2)			
East Greens	L	210 (4)(2)			
Myre Road (East)	L	7 (4)			
Myre	L	187			
Old Halkerton Road	L	10			
St James Road	L	13			
West High Street	L	16 (1)			
	<b>TOTAL</b>	<b>460 (11)(2)</b>			

L = Long Stay (up to 72 hours maximum)

( ) = Disabled Spaces

( ) Coaches

S = Short stay (maximum of 2 hours)

( ) = Electric Charging Point

## Appendix B - National and Regional Parking Management Strategies and Policies

### Scottish National Context

As set out in the **National Transport Strategy**, the Scottish Government's vision is for “ an accessible Scotland with safe, integrated and reliable transport that supports economic growth, provides opportunities for all and is easy to use; a transport system that meets everyone's needs, respects our environment and contributes to health; services recognised internationally for quality, technology and innovation, and for effective and well-maintained networks; a culture where fewer short journeys are made by car, where we favour public transport, walking and cycling because they are safe and sustainable, where transport providers and planners respond to the changing needs of businesses, communities and users, and where one ticket will get you anywhere”.

The government's five high level objectives for transport are:

- Promote economic growth by building, enhancing managing and maintaining transport services, infrastructure and networks to maximise their efficiency
- Promote social inclusion by connecting remote and disadvantaged communities and increasing the accessibility of the transport network
- Protect our environment and improve health by building and investing in public transport and other types of efficient and sustainable transport which minimise emissions and consumption of resources and energy
- Improve safety of journeys by reducing accidents and enhancing the personal safety of pedestrians, drivers, passengers and staff
- Improve integration by making journey planning and ticketing easier and working to ensure smooth connection between different forms of transport

There are 3 key strategic outcomes that must be focused on to achieve this vision. They are to:

- Improve journey times and connections, to tackle congestion and the lack of integration and connections in transport which impact on our high level objectives for economic growth, social inclusion, integration and safety
- Reduce emissions, to tackle the issues of climate change, air quality and health improvement which impact on our high level objective for protecting the environment and improving health
- Improve quality, accessibility and affordability, to give people a choice of public transport, where availability means better quality transport services and value for money or an alternative to the car

**Scottish Planning Policy** sets out national planning policies which reflect Scottish Ministers' priorities for operation of the planning system and for the development and use of land. The four key planning outcomes for Scotland are:

- A successful sustainable place – supporting economic growth, regeneration and the creation of well-designed places
- A low carbon place – reducing our carbon emissions and adapting to climate change
- A natural resilient place – helping to protect and enhance our natural cultural assets and facilitating their sustainable use
- A connected place – supporting better transport and digital connectivity

The planning system should support patterns of development which:

- Optimise the use of existing infrastructure
- Reduce the need to travel
- Provide safe and convenient opportunities for walking and cycling for both active travel and recreation, and facilitate travel by public transport
- Enable the integration of transport modes
- Facilitate freight movement by rail or water

In order to achieve consistency in the levels of parking provision for specific types and scales of development are contained in the **National Maximum Parking Standards for New Developments**

Local standards should support the economic viability of town centres. Developers of individual sites within town centres may be required to contribute to the overall parking requirement for the centre in lieu of individual parking provision.

Specific provision should be made for parking for disabled people in addition to general provision.

## **Regional Context**

The Tayside and Central Scotland Transport Partnership (**TACTRAN**) includes the local authority areas of Angus, Dundee, Perth and Kinross and Stirling. TACTRAN's vision is to deliver:

“A transport system, shaped by engagement with its citizens, which helps deliver prosperity and connects communities across the region and beyond, which is socially inclusive and environmentally sustainable and which promotes the health and well-being of all.”

TACTRAN seeks to fulfil this Vision through a balanced and integrated approach which supports their key themes of:

- Delivering economic prosperity

- Connecting communities and being socially inclusive
- Delivering environmental sustainability, health and well-being

## Appendix C - Legislation

### Road Traffic Regulation Act 1984

The Road Traffic Regulation Act 1984 (RTRA 1984), places a duty on the council to secure the expeditious, convenient, and safe movement of vehicular and other traffic (including pedestrians), and to provide suitable and adequate parking facilities on and off the highway. In particular, it provides the council with powers to control waiting and loading and to provide and charge for on-street parking. Subsequent Acts give the council powers to prohibit on-street waiting for all or part of the day, and may limit the duration of any permitted waiting. Restrictions may also be applied to prevent loading and unloading. Under the RTRA 1984, all parking offences were regarded as criminal offences and subject to criminal law. (See RTA 1991)

The 1984 Act (as amended) sets the legal basis for making traffic regulation orders (TROs), which are necessary for schemes to control and charge for parking.

PART IV of the 1984 Act covers parking places and deals with the provision of off-street parking and parking on roads without payment.

Section 32 states that for the purpose of relieving or preventing congestion a local authority may:

- Provide off-street parking places
- Authorise the use as a parking place of any part of the highway

Section 35 states that the order must cover:

- The use of the parking places and classes of vehicles that can be parked
- Conditions on which parking places can be used
- Charges to be made for off-street parking places
- Provisions for the removal of vehicles left in contravention of the order

Section 47 covers offences relating to designated parking places (i.e. spaces or bays that are marked out for the purpose of parking or loading); these are criminalised offences. (See RTA 1991)

Section 55 requires local authorities to keep an account of income and expenditure in respect of parking places. Section 55 is modified for authorities outside London by any decriminalised parking designation order. Section 55 (4) identifies the purposes to which any surplus funds can be put.

## **Road Traffic Act 1991**

Parking offences were decriminalised under the Road Traffic Act 1991. This enables local authorities to establish Special Parking Areas (SPAs). Within these areas, the local authority (or their representatives) can charge for and enforce all non-endorsable parking restrictions. The whole of Angus will be designated as a SPA and Angus Council will thereafter have responsibility for on-street parking controls and their enforcement across most roads within the county.

## **Suspensions and Dispensations**

Suspension of parking restrictions and dispensations will be considered on merit on an individual basis.

Applications for dispensations from waiting and loading restrictions would only be considered by the Council when absolutely necessary.

## **Exemptions**

Exemptions from the prohibition and restriction of waiting and loading are contained within the traffic regulation orders. Examples of such exemptions are:-

- vehicle being used in connection with furniture removals, building, industrial or demolition activities
- vehicle of the Royal Mail ,or other universal service provider used for the purpose of delivering and/or collecting mail
- vehicle used in the service of a local authority or its contractors in pursuance of that authority's statutory powers or duties
- emergency service vehicles i.e. police, ambulance, fire and rescue, whilst on official duties

There are also exemptions that apply to any vehicle, but only in certain circumstances, for example:

- Those displaying a valid blue badge
- A vehicle stopping to allow someone to board or alight from the vehicle
- A vehicle which is prevented from moving due to circumstances beyond the driver's control
- Loading and unloading