

**ANGUS COUNCIL**

**POLICY AND RESOURCES COMMITTEE – 10 OCTOBER 2017**

**DECRIMINALISED PARKING ENFORCEMENT - UPDATE**

**REPORT BY THE HEAD OF TECHNICAL & PROPERTY SERVICES**

**ABSTRACT**

This report updates Committee on the introduction of Decriminalised Parking Enforcement (DPE); issues that have emerged and explores Members' request to consider resident parking permits.

**1. RECOMMENDATIONS**

1.1 It is recommended that the Committee:

- (i) Note the update on DPE following the first three months of the powers being used to issue Penalty Charge Notices (PCNs);
- (ii) Note the matters that have arisen and further developments including exploring potential charging for parking;
- (iii) Consider the potential to introduce resident parking permits and if minded to proceed establish a Member Officer Group to determine the details of such a scheme.

**2. ALIGNMENT TO THE ANGUS COMMUNITY PLAN / SINGLE OUTCOME AGREEMENT / CORPORATE PLAN**

2.1 This report contributes to the following local outcomes contained within the Angus Community Plan and Single Outcome Agreement 2013-16:

- Angus is a good place to live in, work in and visit;
- Individuals are involved in their communities.

**3. BACKGROUND**

3.1 Angus Council sought powers from Scottish Ministers to enforce parking restrictions and progress was previously reported to Members including in Report No 400/16 in November 2016

3.2 The previous parking problems across Angus, with the lack of enforcement, were noted by Elected Members and reported in the media.

3.3 As set out in Report No 400/16 The introduction of DPE intended to assist with traffic management in Angus towns to encourage free flow of traffic, improve road safety especially for pedestrians and vulnerable groups, improve servicing for local shops as well as assisting to promote the economic viability of town centres with increased parking turn-over.

3.4 Policy & Resources Committee on 20 June 2017 asked that the Head of Technical and Property Services bring forward a future report on progress with regard to Decriminalised Parking Enforcement which would include an update on Resident's Parking Permits.

**4. CURRENT POSITION**

4.1 Prior to the introduction of DPE the council launched a media campaign and the local press ran media campaign of warnings to 'Park Smart'. There were some 40,000 hits on the council's website for parking enforcement and the local radio carried articles on the subject.

4.2 The council formally received the powers on 3 May 2017 and as per Committee's agreement in Report No 471/15 parking enforcement officers commenced their duties issuing warning tickets, with Penalty Charge Notices (PCNs) issuing from 22 May 2017.

4.3 Members will recall that the PCNs are £60; with a discount to £30 if paid within 14 days.

- 4.4 There was a rapid change in driver behaviour with a higher turnover of spaces to park in our High Streets and a reduction of inappropriate parking in disabled bays; double and single yellow lines.
- 4.5 It is notable that the parking enforcement officers are only able to enforce Traffic Orders that are in place and it is further noted that these Traffic Orders have previously been approved by Members. Any suggestions to remove Traffic Orders due changes in circumstances would need to be assessed and reported to the Communities Committee for approval.
- 4.6 The introduction of DPE is considered to be a success in delivering the intended outcomes as set out in paragraph 3.3 above/Report 400/16. After three months (22 May to 28 August 2017) of enforcement 2889 PCNs have been issued for on-street and 295 PCNs issued for off-street infringements.

## 5. PROPOSALS

- 5.1 DPE will continue around town centres which was the initial priority and will expand into other areas including working in conjunction with our Community Partners, Police Scotland, to look at specific problem areas such as schools.
- 5.2 There were some initial issues as existing Traffic Orders were enforced including:
- Comments that 30 minute time limits were insufficient;
  - Loading/unloading issues where vehicles were left unattended
  - Contractors working at premises
  - Residents' issues raised by two Elected Members
  - Disabled Blue Badge holders not displaying badges
- 5.3 Consideration of extending the 30 minute parking time limits is under consideration as part of the potential charging for public parking as set out in Report No 278/17.
- 5.4 Initial issues around loading and loading have subsided as driver behaviour has modified to comply with the legal orders.
- 5.5 A digital process for dispensations/suspensions for contractors is being developed to improve this area of service.
- 5.6 Resident parking permit systems are considered in detail in **Appendix 1**. Given the potential demand for parking spaces on both town centre and some residential areas and the additional revenue burden on the council, Members are asked if they consider that resident parking permit schemes should be progressed, and if they are minded, that they should establish a Member Officer Working Group such that Members can determine the matters set out in the paper, and subsequently report further to Committee.

## 6. FINANCIAL IMPLICATIONS

- 6.1 There are no direct financial implications as a consequence of this report and any financial implications arising from the consideration of resident parking permit schemes would be reported to future Committees.

**NOTE:** The following 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 471/15 Decriminalised Parking Enforcement- Policy and Resources Committee – 1 December 2015

Report No 400/16 - Decriminalised Parking Enforcement – Update - Communities Committee 15 November 2016

Improving Parking in Scotland – A Consultation; Article 13 Minutes of Policy & Resources Committee  
20 June 2017

Report No 278/17 - Change Programme: Next Phase Angus Council – 7 September 2017

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Appendices – APPENDIX 1 – Consideration of Residents Parking Permit Schemes  
APPENDIX 2 – Information of Residents' Parking Schemes in other councils  
APPENDIX 3 - Analysis of Properties and Parking Spaces

## Consideration of Resident Parking Permit Schemes

### Introduction

1 Following the reintroduction of parking enforcement with the powers for enforcement being undertaken by Angus Council rather than Traffic Wardens through Police Scotland, the Roads service has been asked by two Elected Members to examine the possibility of introducing resident parking permit schemes in Angus.

2. There is no statutory requirement for councils to provide any form of parking on street or off street, or a parking permit scheme. The council's focus in providing parking is on traffic flow and road safety. Vehicle owners are responsible for parking appropriately, and property owners have no right to park on the public road. There is a wide mix of properties across Angus, some of which have private parking areas, some of which rely on on-street parking. Whilst on street parking is restricted in town centres for the benefits of the wider community particularly assisting retail, restrictions also exist in other areas for historic reasons due to road alignment (junctions bends etc) road width (restricting parking to one or nether side of the road) or areas such as zig zags at schools, bus stop restrictions or simply access to driveways.

3. There have previously been infrequent requests for residential parking in heavily subscribed residential areas or in town centres/retail areas. There has been one scheme in Little Causeway Forfar which has fallen into disrepute.

4. Parking in Angus is in the main self-regulating in that drivers find spaces to park either in residential or town centres environments that are suitable to them based on the demand and availability of spaces. With the exception of disabled parking spaces the council has no input into the control of who is entitled to park where. Resident parking permit systems would require the council to consider how it would control parking in town centres and/or residential areas.

### Disabled Parking

5. The need for accessibility for Blue badge holders are sometimes cited as a need for resident parking, although the existing provision for blue badge holders already allows vehicles to be parked in excess of the time limited parking bays and on single or double yellow lines providing they do not cause an obstruction. In residential areas disabled parking bays are provided to address specific needs.

### Town Centres

6. Considering town centres residential parking, some other, particularly city councils, provide resident permits to allow residents to park in pay and display areas or where traffic restrictions apply. Details from a sample of neighbouring/eastern council websites are set out in **Appendix 2**.

7. Residents can currently park unrestricted in Angus in parking areas and single yellow lines from 17.30 to 08.30 Monday to Saturday and all day Sunday. Permits would allow residents to park unrestricted in parking areas (currently time limited to 30 minutes), but not double or single yellow lines, zig zags etc.

8. Analysis of the number of properties in our towns, and the number of parking spaces has been undertaken for each of the town centres for the main retail areas noted in **Appendix 3**. It is recognised that not all residential properties in town centres would have cars, and some may have access to parking off street within their property.

9. The analysis indicates that the number of spaces to the number of properties varies by street and by Burgh but, with three exceptions to the 52 streets considered, the majority of streets the number of addresses verses the number of on-street parking bays have a ratio of approximately 1 space to every 4 properties. Thus if all town centre properties were given the opportunity for one parking permit and even if only one in four properties applied for, and used, one parking permit this would take up the equivalent of all the available on street parking in the town centres.

10. Alternatively restricting residential parking to half of each of the town centre areas by creating residential parking zones would reduce retail parking by 50% and enable only 1 in 8 property owners to park on street within the zone (which may not be close by).

11. **Appendix 3** details town centre off street parking provision for up to 72 hours parking. 2 hour limited car parks in some town centres parks are also available.

## **Residential Areas**

12. Within Angus there are numerous areas where the demand for parking is greater than the available on street parking space. With rising car ownership; multiple cars in single residences; combined with properties which were not designed to accommodate cars has made on street parking problematic in many areas. The AA claim one in three flare-ups between neighbours is car-related and states finding a neighbour or their visitor parked outside someone else's home sparks 19% of neighbourly disputes.

13. Reports of obstruction to drives or inability to use a drive due cars parked opposite are sometimes reported to the council and/or Police Scotland.

14. If the council was to consider a permit system in town centres to overcome the problem in towns Members would need to consider if a scheme should be extended to other areas, or whether the council should avoid becoming embroiled in such matters.

15..Little Causeway in Forfar is the only residential parking permit scheme in Angus which fell into disuse a number of years ago. The site involves a mix of the town centre parking issue and residential parking where allegedly businesses and shoppers park in the area displacing residents. The situation is hampered by the legal status of the area (it has not always been classed as a road); the conservation status making installation of lining and signage problematic; and consequentially the challenge to any enforcement.

16. If Members are considering residential parking permit systems, they would need to consider if this is limited to town centres or whether they should include wider needs of residents outwith the town centres.

## **Permit System**

17. Permit systems would cost the council to implement and operate. As detailed in **Appendix 2** other councils' charges vary, but if Angus Council was to introduce a permit system then, given the current Medium Term Financial Forecast presented to Council on 7 September 2017 in Report 278/17, Members would need to consider how such a scheme could be funded. As detailed in **Appendix 2**, those councils who operate a scheme charge those residents who are benefitting from the scheme.

18. There is both a physical costs of establishing residential parking zones in terms of Orders; signage and lining which require renewing; and a cost to administer the scheme to deal with applications, permits and enforcement.

19. There would be a new administrative burden on the council to manage a permit system requiring entitlement checks and annual renewal. Each application would need to be assessed and re-assessment and re-payment would be required annual with additional administration for changes of vehicle; tenancy/sale of property.

## **Matters to be considered**

20. If Members were minded to pursue residential parking permits then the items set out below would need to be determined by Members. It is therefore suggested that Members may wish to establish a Member Officer Working Group to consider the following:

- The extent of any resident parking permit system, whether for town centres or the wider Angus area;
- How the issuing of permits would be constrained such that the consequential demand for parking would be limited by the supply of permits;
- The consequential impact on surrounding areas for those residents who are not granted a permit for their vehicles;
- The impact on visitors and business parking;
- For town centre residential parking, the areas to be allocated for residents; the impact on the businesses directly affected; and the wider impact on parking provision and the economy of the town centres;
- The funding impact on the council of providing the permits and parking areas;
- In consideration of this funding impact, the costs to the residents of a parking permit system.

## Information of Residents' Parking Schemes in other councils

<b>Council</b>	<b>Details</b>	<b>Additional Information</b>
Perth & Kinross	Perth City only; Inner & Outer zones; £190/£110 respectively	Allows multiple vehicles from a single residence; Allows parking within 100 meters of their registered address
Dundee City Council	Menzieshill Zone - £7.00 per annum; Broughty Ferry Zone - £56.00 per annum; City Centre Zone - £79.00 per annum	Up to a maximum period of 72 hours. Houses in Multiple Occupation within a permit zone do not qualify for a residents parking permit.
Aberdeenshire	Banchory; Banff; Ellon; Fraserburgh; Huntly; Inverurie; Peterhead; Stonehaven; Turriff £60.00 per annum	
Fife Council	St Andrews and Dunfermline - £100 Cupar - £50	
Edinburgh	Various zones with a complex cost model; costs varying dependant on engine size of vehicle/emissions, System allows additional vehicles at a premium. Costs depending on emissions and zone ranges from £11.50 to £475 pa for 1 <sup>st</sup> car; up to £600 pa for 2 <sup>nd</sup> car. For businesses – no details of costs on website	Visitors permits (book of permits available)
Scottish Borders	No residents parking permits except for off street car parks	
Moray Council	No residents parking permits except for off street car parks	
Highland Council	Inverness Only; Resident's or visitor permits £55, Business and business visitor permits costs £176	
Aberdeen City	Residents £50 for 12 months; £120 for a second permit at the same address; Business £500 for 12 months	Not valid in 45-minute parking bays
Stirling Council	Stirling and Dunblane only; £79 pa	

## ANALYSIS OF PROPERTIES AND PARKING SPACES

Town	Parking spaces	Parking zones	No. residential properties	Ratio	Street	Total No. Spaces in all streets	Total No. Properties in all streets	% spaces versus properties
Arbroath	13	2	10	0.8	Abbey Street			
Arbroath	8	1	11	1.4	Bridge Street			
					Commerce Street			
Arbroath	2	1	33	16.5	Fisheracre			
Arbroath	3	1	11	3.7	Guthrie Port			
Arbroath	9	3	37	4.1	Hamilton Green			
Arbroath	5	1	11	2.2	Helen Street			
Arbroath	5	1	26	5.2	High Street			
Arbroath	33	7	173	5.2	Hill Place			
Arbroath	20	4	18	0.9	Hill Street			
Arbroath	6	2	45	7.5	James Street			
Arbroath	9	3	35	3.9	Keptie Street			
Arbroath	27	4	68	2.5	Lordburn			
Arbroath	3	1	33	11.0	Marketgate			
Arbroath	10	2	89	8.9	Millgate			
Arbroath	15	2	34	2.3	West Abbey Street			
Arbroath	21	4	31	1.5	West Port	192	692	<b>27.7%</b>
Arbroath	3	2	27	9.0				
Brechin	20	4	29	1.5	Clerk Street			
Brechin	23	3	89	3.9	High Street			
Brechin	20	3	279	14.0	Montrose Street			
Brechin	1	1	12	12.0	St David Street			
					St Ninian's Square			
Brechin	2	1	3	1.5	Swan Street			
Brechin	5	1	7	1.4	Union Street	75	486	<b>15.4%</b>
Brechin	4	1	67	16.8				
Carnoustie	43	12	111	2.6	Dundee Street			
Carnoustie	16	9	72	4.5	High Street			
Carnoustie	4	1	66	16.5	Queen Street	63	249	<b>25.3%</b>
Forfar	25	5	57	2.3	Castle Street			
Forfar	3	1	23	7.7	Chapel Street			
Forfar	43	7	135	3.1	East High Street			
Forfar	7	2	33	4.7	Green Street			
Forfar	3	1	40	13.3	Lochside Road			
Forfar	9	1	96	10.7	North Street			
Forfar	6	1	28	4.7	Queen Street			
Forfar	1	1	3	3.0	The Cross			
Forfar	13	3	32	2.5	West High Street	110	447	<b>24.6%</b>
Kirriemuir	14	2	20	1.4	Bank Street			
Kirriemuir	7	2	12	1.7	Bellies Brae			
Kirriemuir	2	2	26	13.0	High Street			
Kirriemuir	18	5	10	0.6	Reform Street			
Kirriemuir	5	1	59	11.8	Roods			

Kirriemuir	4	2	12	3.0	School Wynd	50	139	<b>36.0%</b>
Monifieth	16	7	159	9.9	High Street			
Monifieth	4	1	50	12.5	Maule Street	20	209	<b>9.6%</b>
Montrose	8	2	103	12.9	Bridge Street			
Montrose	4	2	20	5.0	Castle Place			
Montrose	6	4	94	15.7	Castle Street			
Montrose	3	1	11	3.7	George Street			
Montrose	83	12	278	3.3	High Street			
Montrose	22	2	37	1.7	John Street			
Montrose	1	1	34	34.0	Lower Hall Street			
Montrose	40	6	42	1.1	Murray Street	167	619	<b>27.0%</b>
<b>ALL BURGHS</b>	<b>677</b>	<b>151</b>	<b>2841</b>					<b>23.8%</b>

#### OFF- STREET CAR PARKS

Town	Location	Capacity	Maximum stay	Total No. Spaces in all car parks > 2hours
<b>Arbroath</b>	Gravesend	15	72 hours	
	Guthrie Port	10	72 hours	
	Helen Street	23	72 hours	
	High Street / Hill Street	119	72 hours	
	Ladybridge Street / Marketgate	99	72 hours	
	Leonard Street	28	72 hours	
	Millgate / North Grimsby	79	72 hours	
	Stanley Street	69	72 hours	
	The Shore	25	72 hours	457
<b>Brechin</b>	City Road (South End)	15	72 hours	
	City Road (West Side)	29	72 hours	
	Maisondieu Lane (West)	63	72 hours	107
<b>Carnoustie</b>	Links Avenue	33	72 hours	
	Park Avenue	50	72 hours	83
<b>Forfar</b>	East Greens	210	72 hours	
	Myre	187	72 hours	
	Myre Road (East)	7	72 hours	
	Old Halkerton Road	10	72 hours	
	St James Road	13	72 hours	
	West High Street	16	72 hours	443



<b>Kirriemuir</b>	Bellies Brae	63	72 hours	
	Glengate	27	72 hours	90
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<b>Montrose</b>	Lower Hall Street	80	72 hours	
	Murray Lane	62	72 hours	
	William Street (Ferryden)	12	72 hours	154
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