

### IMPROVING PARKING IN SCOTLAND - A CONSULTATION

#### PAVEMENT PARKING

Whilst pavement parking and parking at dropped kerbs may not be a significant problem in terms of reported issues in Angus it is recognised that such activities can cause difficulties and inconvenience for pedestrians, particularly those with visual impairment, and those with prams/pushchairs as well as wheelchairs users. Double parking on streets can also cause difficulties for free traffic flow particularly for large vehicles such as buses, refuse collection vehicles, etc. and this can cause them problems in terms of maintaining timetables and the like.

Pavement parking arises from various reasons including in narrow streets and/or those streets where off street car parking is at a premium. Drivers may feel that pavement parking is justified for short periods in order to load/unload or pick up/drop off whilst longer duration is more likely to be residential parking. This may also arise in industrial estates, etc. with a high number of workers but limited car parking provision.

In order to effectively control or prevent pavement parking, parking at dropped kerbs and double parking then appropriate and specific legislation is required. Current legislation such as that relating to parking on footways is not sufficiently clear to provide confidence in its enforcement.

Any new legislation should be applicable to all types of roads with footways including private roads and Trunk Roads. It should also include all types of vehicles however any exemptions to pavement parking should be sufficiently flexible for local authorities to take account of any local circumstances which may arise.

#### PARKING ENFORCEMENT

Angus Council has recently introduced Decriminalised Parking Enforcement (DPE) and it can be anticipated that increasing numbers of authorities will proceed with DPE following Police Scotland termination of Traffic Warden services. The adoption of DPE and the level of enforcement is a matter for each council and the associated costs of providing such a service within funding constraints, however this results in inconsistencies in enforcement across the country combined with the differing natures of rural and urban authorities. There is benefits for neighbouring authorities to consider sharing services such as traffic wardens where it is to the benefit of all parties. In due course it can be anticipated that Police Scotland involvement would be limited to such actions as moving vehicle offences only and obstructions/parking at pedestrian crossing and other offences which are not transferred under DPE.

The enforcement of most moving vehicle violations should remain with Police Scotland however in circumstances where CCTV and/or Automatic Number Plate Recognition systems can assist with enforcement and this can be delivered by local authorities then the transfer of responsibility for such enforcement should be considered, but only with appropriate funding. This should however not be directly imposed on local authorities or Police Scotland be permitted to withdraw their responsibilities in a similar manner to DPE as the costs involved in the procurement, installation and monitoring of such systems may be prohibitive for some authorities.

## Traffic Regulation Orders

It is advisable that local authorities have the powers to introduce exemptions to restrictions relating to pavement parking to allow each authority to deal with situations which may be specific to their area. The dynamic of traffic management in rural and urban authorities are often completely different and the legislation must be developed to make it fit for purpose by all types of authorities.

The mechanism by which local authorities may introduce exemptions should ideally be as simple as possible however must also be transparent and provide all stakeholders in the process including the public, business, etc. an opportunity to provide input to the decision making process.

## IDENTIFIED ISSUES

The business sector may be affected by the introduction of widespread pavement parking, dropped kerb and double parking as delivery vehicles commonly park in this manner to make deliveries. If strictly enforced then such vehicles being unable to park at or near the point of delivery would require to park elsewhere. This could have an impact on those businesses who receive large items of delivery which could not be easily transported between the delivery vehicle and the business premises. In such circumstances consideration may be given to allocating sections of kerbside waiting for use as 'loading only' areas for adjacent and nearby business premises.

This situation is most likely to occur in town centres where there is a balance to be struck between providing short term parking for customers, suitable provision for servicing of shops and businesses as well maintaining free traffic flow.

The displacement of vehicles from affected streets onto surrounding streets may have an impact on residents parking which local authorities may require to address leading to ongoing workloads and budget commitments.

## ENFORCEMENT OF DISABLED PERSONS PARKING PLACES

The enforcement of on street disabled persons parking places in Angus has recently transferred to the council under DPE and will therefore be enforced by council employed wardens. The wardens will concentrate on areas or locations where significant concerns regarding abuse of parking restrictions are being experienced or reported. Any abuse of on street disabled persons parking places which are located in these areas will receive a high degree of enforcement however it can be anticipated that on street disabled persons parking places which are located away from these areas will not receive the same level of enforcement. Members of the public should be encouraged to report misuse of on street disabled persons parking places which can assist the council in directing wardens to specific locations of concern which may not otherwise receive regular attention.

The misuse of disabled persons parking places is relatively common and can take place at any time of day. Local authority disabled persons parking places in Angus are enforceable at all times.

The level of penalty for misuse of these spaces is currently set nationally but has not changed significantly for some time and an increase in the level of penalty particularly for the misuse of on street disabled persons parking places may serve as a greater deterrent.

The enforcement of off street disabled persons parking places in public car parks in Angus has previously been with the council and with the recent DPE there is an opportunity to expand the previous enforcement to private car parks (supermarkets etc) but to date there has been no approach from such providers. The council wardens will have a regular

programme of visiting council car parks to provide enforcement of abuse of all restrictions associated with these car parks including disabled persons parking places. The occupancy rates of council car parks are assessed on a regular basis and as it can be anticipated that those car parks with a high occupancy rate are more likely to be subject to abuse of disabled persons parking places due to limited available spaces then these high occupancy car parks should receive a higher degree of enforcement in order to keep these spaces available for disabled persons.

The impact of the misuse of disabled persons parking place varies depending on their location.

In town centre or shopping areas general disabled persons parking places are provided on street and in off street car parks in order to assist Blue Badge holders gaining access to the various services, shops, offices, etc. located in these areas. Whilst the abuse of disabled persons parking place in these areas may inconvenience Blue Badge holders and will be enforced, in Scotland Blue Badge holders can wait on other waiting restrictions such as double yellow lines, etc. without limit of time and without payment, providing there is no obstruction to traffic.

As a general observation, on street disabled persons parking places outwith town centres/shopping areas are provided at the request of disabled persons. These spaces are generally located outside or near to their homes and are particularly effective in locations where there is a high level of on street parking. The abuse of these spaces therefore, it can be argued, is of much greater impact to those affected as it can force disabled persons and their carers to park some distance from their homes which can have a serious impact on their lives and wellbeing.

#### PARKING FOR ULTRA LOW EMISSION VEHICLES (ULEVs)

Angus Council has installed a number of electric vehicle charging points with associated parking spaces in council off street car parks and at council operated public buildings such as at council HQ, sports centres, etc. Further electric vehicle charging points are proposed in the future to improve the overall coverage across the council area with this service.

There are currently no parking charges for parking in any off street public car park in Angus and similarly there is no charge to use of the electric vehicle charging points at this time.

The abuse of electric vehicle charging points are not currently enforceable however Angus Council is has commenced the process of covering such spaces by a legal Order in the near future to introduce restrictions in terms of the types of vehicles which may park in these spaces, time limits, etc.

At this time, other than those spaces provided for use during electric vehicle charging, there are currently no additional spaces allocated solely for the parking of ULEVs either in local authority car parks or on street in Angus.

There are no proposals at this time for Angus Council to trial or provide electric vehicle charging points for any specific group (i.e. residents in flatted developments, etc.) Local authorities should encourage the provision of such facilities in new developments and there is a need to recognise that as the use of electric or hybrid vehicles expand it is unlikely that, with the current financial constraints on councils, councils can sustain the ongoing provision of electricity to private individuals or businesses.

Any use of parking incentives to encourage the use of ULEVs, if successful, would potentially reduce emissions and have a positive impact on the environment. However noting there is no current parking charges in Angus there is no ability to provide financial incentives for ULEVs

### EQUALITY IMPACTS

The proposals within the consultation, such as restricting parking at dropped crossings, footway parking etc are likely to have a positive impact on vulnerable groups such as the elderly, physically disabled persons, persons with visual impairment and children.

### ENVIRONMENTAL

Any use of parking incentives to encourage the use of ULEVs if successful would potentially reduce emissions and have a positive impact on the environment.