

Parking Cross-Party Working Group – update and recommendations

Report by Kevin Anderson, Executive Director – Place

1 Purpose of Report

The Cross-Party Working Group have been considering proposals to expand parking enforcement to improve access and amenity for all. This report considers, advises and makes recommendations on the three parking related matters listed below:

- Residential parking in Dalkeith
- Workplace parking levy
- Possible future parking charges in Midlothian.

2 Background

2.1 Residential Parking in Dalkeith

A public meeting was held on 27 June 2019 in Dalkeith to discuss the possibility of introducing a residential parking scheme. At this meeting the prospect of possible charges were outlined as well as an explanation of how the scheme would work if there was sufficient demand in favour.

2.2 At the meeting it was agreed to undertake a public consultation to determine if there was favourable demand for a residents parking scheme and whether residents were willing to pay an annual fee for a permit.

2.3 Consultations letters (Appendix A) along with a questionnaire (Appendix B) and a consultation area map (Appendix C) were issued out to 1,495 addresses in central Dalkeith on 11 September 2019 with a final return date of 28 October 2019 notified.

2.4 Residents in the consultation area had the option of returning the questionnaire by pre-paid post or by filling in the questionnaire online.

2.5 A total of 284 valid postal questionnaire responses were received and a total of 106 valid online responses were received. The number of responses (390) equates to 26%.

2.6 The Council had indicated an on-street permit cost of £75 for the first car permit and £100 for a second. As an alternative it was also suggested to provide car park permits in either St Andrew's Street or North Wynd Car Park at a cost of £50 for the first permit and £75 for the second.

- 2.7** Of the 390 postal and online responses received, a total of 87 households were willing to pay for a parking permit. 43 residents were willing to pay for an on street parking permit. 2 residents were willing to pay for a car park permit in either St Andrew's Street or North Wynd Car Park and 42 residents were willing to pay for either an on street or a car park parking permit.
- 2.8** It is assumed that the 74% of residents that did not respond by letter or online were not interested in establishing a residents parking scheme in Dalkeith.
- 2.9** Based on the results received, only six streets had over 3 residents that were willing to pay for a residents parking permit. Details of the six streets and the residents' preferences are shown in the table below:

Street Name	On-Street Permit Preference	Car Park Permit Preference	Interested in both types of Permit	Total No of houses in street	% of resident's willing to pay for permit
High Street	6	1	8	230	6.5%
St Andrews Street	4		5	90	10%
Glebe Street	7		1	17	47%
Croft Street	3		5	31	26%
Mitchell Street	8		1	51	17%
Parkside Place	2		3	19	26%

- 2.10** Using the information from the consultation, only Glebe Street has nearly half of residents in favour of paying for residents parking permits. Only Croft Street and Parkside Place had just over quarter of residents willing to pay for parking permits.
- 2.11** In view of the streets with the highest proportion of residents willing to pay for a parking permit and their proximity to the car parks, it is considered that utilising the car parks for residents parking would be the best option at this time for residents and parking opportunities in Dalkeith.
- 2.12** In view of the results of the consultation survey, it is recommended that residents are offered car park permits in either St Andrew's Street or North Wynd Car Park at a cost of £50 for the first permit and £75 for the second. There would be a maximum of 2 parking permits per household and the permits would operate Monday to Saturday between 8am and 6pm.

Workplace Parking Levy

- 2.13** The Scottish Government supported an agreed Scottish Green Party amendment to the Transport (Scotland) Act that would enable those local authorities who wish to use such a power, to introduce a workplace parking levy. Scottish Government support will be contingent on the exclusion of hospitals and NHS properties.
- 2.14** City of Edinburgh Council and Glasgow Council are the only Councils to date which have publicly announced their intention to take this forward. The Councils will collect income of £415 per parking space, payable by the company/business, but the employers could pass charges onto individual employees.
- 2.15** Elected Members may wish a further report is submitted to Council following consultation with business groups regarding the economic impact of introducing a parking levy on local employers/businesses and on their employees.

Possible Future Parking Charging in Midlothian

- 2.16** In 2020 the Cross Party Working Group remit will consider the introduction of future car park charging in all public car parks in Midlothian and on-street parking charges. The introduction of those proposals would be in line with other local authorities that have implemented de-criminalised parking areas.
- 2.17** The working group will also examine the possibility of permit parking for businesses / employees.
- 2.18** Any proposals regarding future parking charges in Midlothian will be consulted on and reported to Cabinet for approval.

3 Report Implications

3.1 Resource

The staff time required to implement the proposal will be absorbed within current teams. The cost of the scheme will be covered by the charges for permits.

3.2 Risk

The risk of not providing local residents with parking options is that they will not support parking management in the future that is necessary for economic regeneration of town centres, safety and access.

3.3 Single Midlothian Plan and Business Transformation

Themes addressed in this report:

- ☒ Community safety
- ☒ Adult health, care and housing
- ☒ Getting it right for every Midlothian child
- ☒ Improving opportunities in Midlothian
- ☒ Sustainable growth
- ☒ Business transformation and Best Value
- ☐ None of the above

3.4 Key Priorities within the Single Midlothian Plan

The transport network is a key economic enabler.

3.5 Impact on Performance and Outcomes

Parking management is key to the economic regeneration Midlothian as a whole.

3.6 Adopting a Preventative Approach

Providing residents with parking options is a key first step towards future parking management ensuring town centres thrive.

3.7 Involving Communities and Other Stakeholders

Details of the consultation are included in the main body of the report.

3.8 Ensuring Equalities

Parking management is required to ensure access for all including the disabled, elderly and children.

3.9 Supporting Sustainable Development

Parking management will ensure that as Midlothian's communities grow, access and safety is maintained.

3.10 IT Issues

There are no IT issues associated with this report.

4 Recommendations

It is recommended to Cabinet by the Council's Parking Cross-Party Working Group to:

- a agree the offer to Dalkeith residents of car park permits in either St Andrew's Street or North Wynd Car Parks, at a cost of £50 for the first permit and £75 for the second. There would be a maximum of 2 parking permits per household and the permits would operate on Monday to Saturday between 8am and 6pm.
- b note the future cross party working group's consideration of additional parking charges in 2020.

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Background Papers:

Appendix A - Residents parking consultations letter.

Appendix B - Residents parking consultation questionnaire.

Appendix C - Residents parking consultation area