

Dalkeith Town Centre Parking Strategy

Report by Ricky Moffat, Head of Commercial Operations

1 Purpose of Report

At its meeting of 14 August 2012 Council requested officials undertake a public consultation regarding the possible introduction of a Midlothian residents parking scheme including a Dalkeith wide consultation exercise. In terms of a Midlothian wide scheme an initial letter was issued to all Community Councils to identify potential areas for a residents parking scheme. Of those Community Councils who responded there was no appetite for controlled residential parking to be introduced. Accordingly no further work has been progressed in relation to a Midlothian wide scheme. Additionally on 1 October 2013 Police Scotland advised the Council of their intention to withdraw the role of traffic wardens. This is covered in an earlier report on today's agenda.

This report provides the Council with further information including findings from the residents consultation exercise concerning a Dalkeith Parking Strategy, including:-

- a. Dalkeith pay and display car parks occupancy levels and the impact on surrounding streets and public car parks
- b. The feasibility of introducing a "Residents Parking Scheme" in Dalkeith.
- c. Current provision of public car parking in Dalkeith
- d. Current provision of Midlothian Council staff parking in Dalkeith
- e. Potential impact of Morrison's Supermarket development on parking in the surrounding area.
- f. Disabled Parking space provision
- g. Possible future parking strategy for Dalkeith

2 Background

- 2.1 The pay and display car park in North Wynd, Dalkeith became operational on 15 July 2011. The pay and display car park at St Andrew Street, Dalkeith became operational on 17 February 2012 following closure of the temporary medical facility which operated from the car park. Both car parks are managed by CP Plus on a 5 year contract as previously reported to Council on 14 August 2012.
- 2.2 Both car parks were designated as “short stay” for shoppers with 87 car parking spaces being available in North Wynd and 43 spaces in St Andrew Street, a total of 130 spaces.
- 2.3 CP Plus has carried out several parking occupancy surveys at both car parks and in both car parks the occupancy level is consistently about 40% or less. That means that on average 78 or more car parking spaces are regularly not being utilised in the car parks.
- 2.4 It is unclear as to why the car parks are not being utilised but it may be motorists not willing to pay for parking, limited parking enforcement in the town centre or as some users have stated, the process of having a ticket with the car registration number is too protracted.
- 2.5 Since the North Wynd car park opened in 2011 several sections of waiting restrictions required to be painted on A6106 Edinburgh Road because of motorists seeking alternative parking as a result of not being able to park all day in the car park. A plan showing the additional waiting restrictions has been included with this report (Appendix 1).
- 2.6 There have also been concerns raised by residents in Mitchell Street of the impact of increased parking in the street as a result of the North Wynd car park becoming a pay and display car park. Residents enquired whether the car park could revert back to a free car park as the car park is not being fully utilised. Furthermore residents indicated that it is not possible a residents parking scheme be introduced to ensure that residents are able to park in their street.

2.7 The Feasibility of Introducing a “Residents Parking Scheme” in Dalkeith

- 2.7.1 A survey was carried out in March 2013 by Council Officers to identify if Dalkeith residents wished a residential parking scheme and whether they were prepared to pay an annual cost. It was made clear in the survey that the scheme could only progress if the costs were neutral however the Council were not looking to make a profit.
- 2.7.2 A map in Appendix 2 shows the extent of the survey carried out. All residents within the red boundary were sent a survey (1,600 households). The survey form is shown in Appendix 3.

Coloured copies of the map will be issued under separate cover to Members.

- 2.7.3 The results of surveys returned within the red line boundary (the wider Dalkeith area) indicated that one hundred and twenty three (30%) of residents wanted a residents parking scheme with two hundred and eighty six (70%) objecting to this proposal. However only seventy five (18%) were prepared to pay any fee.
- 2.7.4 Further analysis was carried out on the area within the blue boundary as shown in Appendix 2 (705 households). This area is restricted to the town centre streets, specifically those where complaints regarding parking originated.
- 2.7.5 The results of surveys returned within the blue line boundary indicated that seventy eight (40%) of residents wanted a residents parking scheme, with one hundred and nineteen (60%) objecting to the introduction of a scheme. Of these only fifty one (26%) were prepared to pay any fee.
- 2.7.6 Whilst the survey results detailed indicate that a residents parking scheme covering Dalkeith town centre would not be welcomed nor would residents be willing to pay, this does not change the issue that some residents are being affected adversely by parking that could have been exacerbated by the change of use of the two town centre car parks to pay and display.

2.8 Current provision of Public Car Parking in Dalkeith

- 2.8.1 Further to North Wynd car park and St Andrews St car park there are a number of other car parks available to the public in Dalkeith.

Location	Spaces	Comment
Lidl	135	Controlled by Lidl with a 90 minute maximum stay
Midlothian House	76	Only available to public at weekends
Ramsay Croft	250	Uncontrolled
Croft Street	65	Uncontrolled
Total	526	

There are also a number of on-street spaces and disabled provision throughout the town centre.

2.9 Current Provision of Midlothian Council Staff Parking in Dalkeith

- 2.9.1 The following spaces car parks are provided in Dalkeith town Centre for staff car parking.

Location	Spaces	Comment
Midlothian House	76	Only available to public at weekends
Fairfield House	31	No public access
Golf Club	25	Council rented spaces available for staff/visitors during the week (unallocated)
St Andrews Street	10	Available for social work staff
Total	132	

- 2.9.2 As part of the Effective Working in Midlothian ethos recent changes have been made to Midlothian House and Fairfield House including desk sharing, minimising paper storage and increasing the efficiency of space to allow the Council to close satellite buildings and achieve savings through consolidation.
- 2.9.3 Recent satellite office closures have resulted in additional Council employees being in both buildings at any one time. In the short term an additional 33 parking spaces is being provided at the old Dalkeith High School while more permanent solutions are being investigated.

2.10 Impact of Morrison's Supermarket on Parking in the Surrounding Area

- 2.10.1 The new Morrison's Supermarket due to open in summer 2014 and will have 244 car parking spaces, 14 disabled spaces and 14 parent and toddler spaces. It is the intention to allow vehicles to be parked in the car park for up to 3 hours (medium stay) which would allow shoppers sufficient time to complete their shopping in the supermarket and because of the location of the store it may also provide enough time to do shopping elsewhere in the town.

2.11 Disabled Parking spaces

- 2.11.1 Currently there are 13 disabled parking spaces in the public and pay display car parks in Dalkeith town centre with an additional 14 proposed in the Morrison's car park as detailed above.
- 2.11.2 On street there are 8 disabled parking spaces in the town centre. Additionally disabled motorists are able to park on yellow lines except where there are no waiting, no loading restrictions.

2.12 Future Parking Strategy for Dalkeith

- 2.12.1 As outlined elsewhere on today's Agenda, the uncertain future regarding parking enforcement could have a significant effect on the parking situation in Dalkeith. The current concerns relating to the financial implications and timescales for implementation are set out in the separate report. It is possible decriminalised parking could have a positive effect on all Midlothian Town Centres and certainly would add to the control of on-street parking.
- 2.12.2 There are a number of changes emerging regarding car parking in Dalkeith:-
- Additional Midlothian Employee parking at the Old Dalkeith High School (33 new spaces).
 - 244 new parking spaces with a 3 hour maximum stay at the new Morrison's Supermarket.
 - New work commencing on the staff travel plan including initiatives designed to encourage walking, cycling, home working, car sharing and mobile working.

- 2.12.3 There are also options that may be considered regarding the Pay and Display car parks in Dalkeith. It may be possible to negotiate with the car park operator a range of options:-

Returning Both Car Parks to Uncontrolled Status

It is considered that there would be a dis-benefit to shoppers of removing guaranteed parking. This would however reduce the current problem of displaced parking due to empty spaces in this car park.

Returning Part of Each Car Park to Uncontrolled Status

Initial discussions with the operator suggest that the charging regime would need to be reviewed and may result in less than an hour's free parking.

Providing Residents Spaces by Permit in the Pay and Display Car Parks

Initial discussions with the operator suggest that annual permits would cost in the region of £350 to £450 per annum to residents. This may in part satisfy those residents who would be willing to pay for parking provision.

4 Report Implications

4.1 Resource

The cost of changing contractual arrangements within the two car parks in Dalkeith would be dependent on what changes were to be progressed. If permits were offered to residents the actual income would depend on the number of residents taking up this option. As an example 10 residents parking permits at £400 each would realise £4,000 per annum.

4.2 Risk

There is a risk that if parking provision in Dalkeith Town Centre is not improved that the local economy could be impacted, although this will be substantially mitigated once the new Morrison store is opened.

4.3 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

4.4 Key Priorities within the Single Midlothian Plan

Midlothian Council and its Community Planning Partners have made a commitment to focus the following areas as key priorities under the Single Midlothian Plan:-

- Early years and reducing child poverty
- Economic Growth and Business Support
- Positive destinations for young people.

As outlined in the report, there are possible implications for economic growth of not taking forward solutions to town centre parking in the future.

4.5 Impact on Performance and Outcomes

Dependant on Police Scotland enforcement activity coupled with alterations to the parking regime in Dalkeith, road safety, and economic outcomes may be impacted.

4.6 Adopting a Preventative Approach

The report seeks to outline town centre parking opportunities which reduces the reliance on parking enforcement.

4.7 Involving Communities and Other Stakeholders

Consultation was held in relation to residential parking and although the majority of respondents were not prepared to pay, a possible solution utilising the existing car parks does allow those willing to pay the opportunity of a parking space.

4.8 Ensuring Equalities

There are no equalities impacts associated with this report. Disabled persons who are resident in Midlothian are entitled to a disabled parking space if they meet the standard criteria.

4.9 Supporting Sustainable Development

Inappropriate and illegal parking reduces the ease of access and road safety for pedestrians, cyclist, public transport users and in fact motor vehicles. This may in turn affect the economic success of town centres to grow.

4.10 IT Issues

There are no IT issues identified.

5 Recommendations

Council is asked to:

- a) Take no further action in relation to introducing a controlled residents parking scheme in Dalkeith or Midlothian wide based on the March 2013 survey finding;
- b) Authorise the Director, Resources to enter into discussions with the operator of the pay and display car parks with a view to agreeing a cost for residents who may wish to have a residents parking space,

12 March 2014

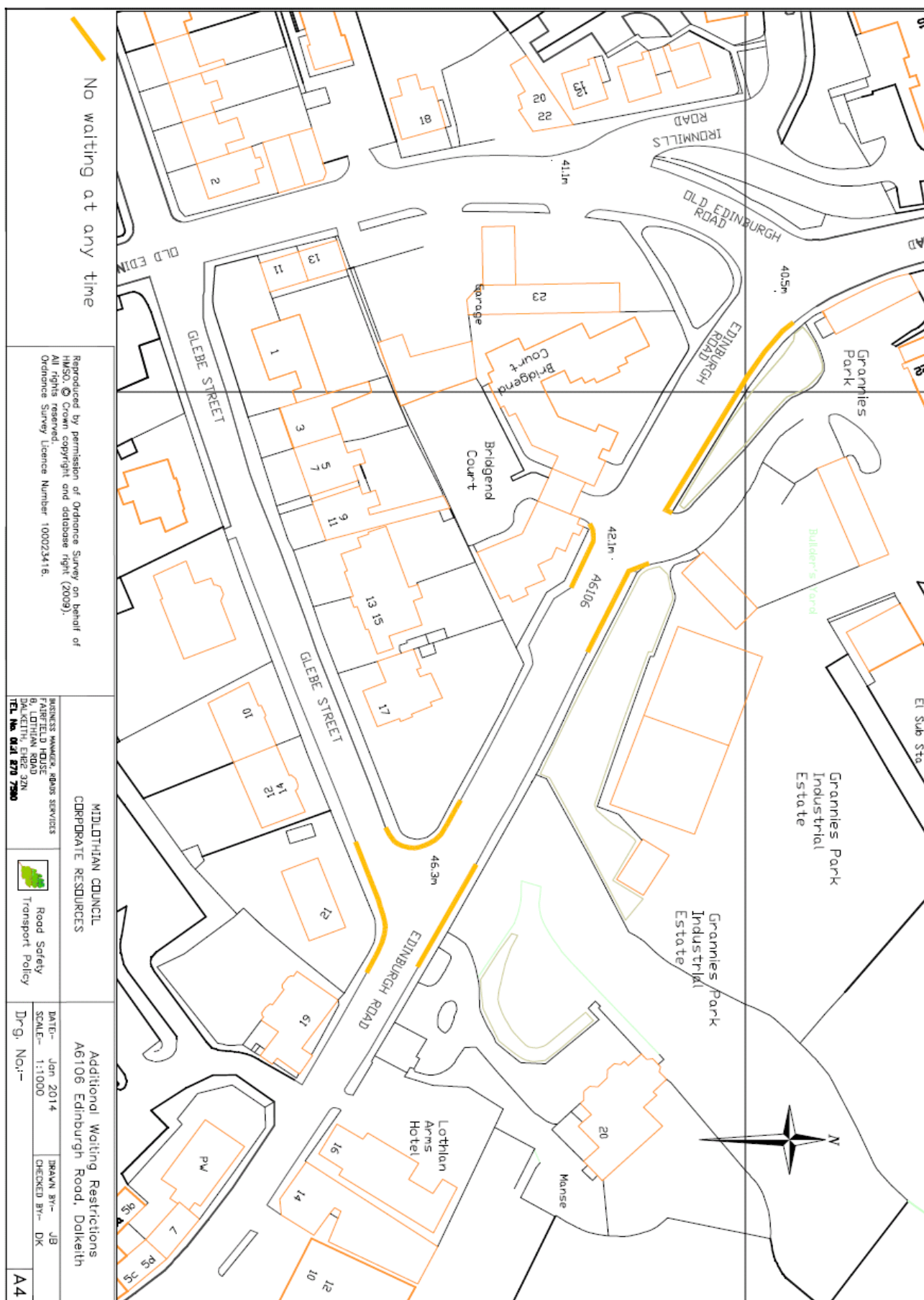
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lindsay.haddow@midlothian.gov.uk

Tel No: 271 3501

Background Papers:

List of Appendices

- Appendix 1 A plan showing additional waiting restrictions
- Appendix 2 Map of Dalkeith indicating survey area
- Appendix 3 Residents Parking Survey

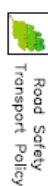


No waiting at any time

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MIDLOTHIAN COUNCIL
 CORPORATE RESOURCES

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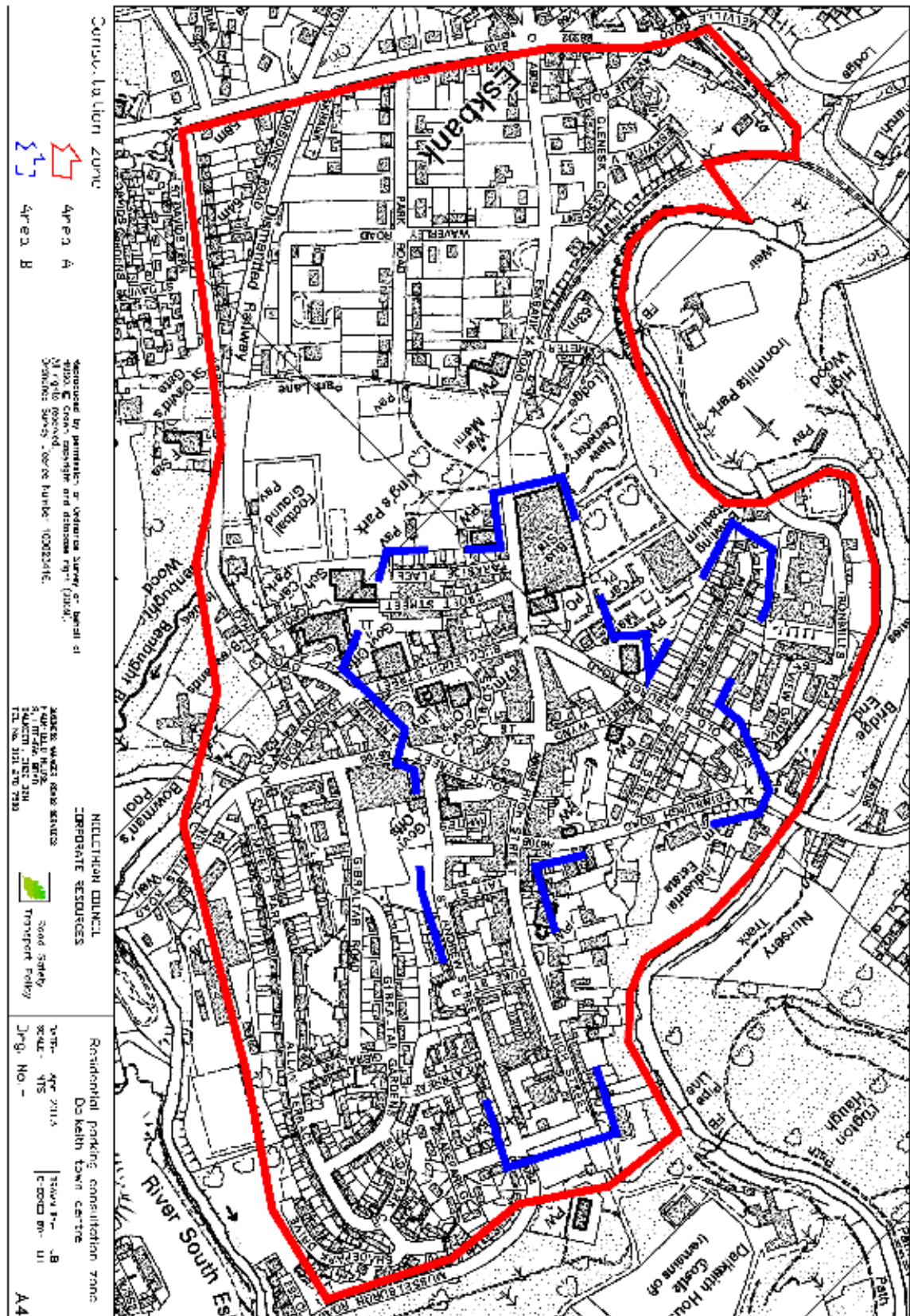


Additional Waiting Restrictions
 A6106 Edinburgh Road, Dalkeith

DATE: Jan 2014
 SCALE: 1:1000
 Dwg. No.:

DRAWN BY: JB
 CHECKED BY: DK

A4



Commercial Operations
Midlothian Council
Dundas Buildings
62a Polton Street
Bonnyrigg
EH19 3YD

Corporate Resources

Director
John Blair

Midlothian

7 February 2013

Dalkeith Residents Parking Survey

Owner/Occupier
«Building_Name»
«No» «Street»
«Post_Town»
«Postcode»



Dear Sir/Madam

Consultation on Residents Parking Scheme - Dalkeith

At the Midlothian Council meeting in August of last year, Councillors discussed a report on parking in Dalkeith Town Centre.

After considering the findings, Councillors agreed officials should consult with the public about possibly introducing a resident's parking scheme for some areas across Midlothian.

However, they also agreed that the consultation should initially focus on Dalkeith.

I am writing, therefore, to get your views on whether or not you feel such a scheme would be of benefit to you as a resident.

I should ask you to note that, in the current financial climate, any scheme will need to be self funding and cannot have a cost implication to the Council, nor would the Council profit from it.

This would mean the residents would have to pay for a permit.

This cost would obviously depend on the number of residents willing to sign up. Initial indicative costs are likely to vary between £100 and £300 per year.

That fee would cover the cost of administering the permits, employing an extra traffic warden and issuing penalties.

The extent of the parking zone has not yet been determined and would depend on uptake.

Parking spaces would not be identified for any individual person, and would be on a 'first come, first served' basis. Permits would entitle the holder to park in any of the designated residential bays within the Town Centre (you would not be guaranteed a space, either outside your house or in your own street).

Do you agree that 'residents parking' is necessary in Dalkeith Town Centre?

Yes

No

☐
☐

If it was agreed that the pilot was to go ahead and your street was part of the Dalkeith Parking Zone, would you be prepared to pay:-

Nothing

£100 per annum

£200 per annum

£300 per annum

Yes No

Yes No

Yes No

Yes No

☐
☐
☐
☐
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☐
☐
☐

Name:

Address:

Postcode:

If you could send this page back in the freepost envelope enclosed. Alternatively you can complete the survey online by using the following link: <http://>, only one reply per household please.

The closing date to return this questionnaire is 31 March 2013.

We will tell residents the results of the survey after reporting back to Council.

I look forward to hearing from you.

Yours faithfully



Neil Dougall
Road Services Manager
neil.dougall@midlothian.gov.uk

Declaration Box

Instructions: *This box must be completed by the author of the report. The box will be copied and saved by the Council Secretariat who will delete it from the report prior to photocopying the agenda.*

Title of Report:

Meeting Presented to:

Author of Report:

I confirm that I have undertaken the following actions before submitting this report to the Council Secretariat (Check boxes to confirm):-

- ☐ *All resource implications have been addressed. Any financial and HR implications have been approved by the Head of Finance and Human Resources.*
- ☐ *All risk implications have been addressed.*
- ☐ *All other report implications have been addressed.*
- ☐ *My Director has endorsed the report for submission to the Council Secretariat.*

For Cabinet reports, please advise the Council Secretariat if the report has an education interest. This will allow the report to be located on the Cabinet agenda among the items in which the Religious Representatives are entitled to participate.

Likewise, please advise the Council Secretariat if any report for Midlothian Council has an education interest. The Religious Representatives are currently entitled to attend meetings of the Council in a non-voting observer capacity, but with the right to speak (but not vote) on any education matter under consideration, subject always to observing the authority of the Chair.