

Parking in Midlothian

Report by Ricky Moffat, Head of Commercial Operations

1 Purpose of Report

This report seeks to update Council on progress towards the introduction of de-criminalised parking and approval to publish the 'Midlothian Parking Strategy'. The strategy has been developed as part of the requirements of The Scottish Government to introduce de-criminalised parking.

2 Progress Update

2.1 On street signs and road markings refresh

The on street work has recently been completed with the exception of a small number of streets where parked cars obstructed works and some streets where signs or lines have deteriorated in the period between surveying and awarding the contract. These will be completed prior to the introduction of decriminalised parking.

2.2 Consolidation of Traffic Regulation Orders (TRO's)

As part of the application to The Scottish Government for de-criminalised parking powers, a validation of all Traffic Regulation Orders with on street markings and sign was required. This was carried out by surveys, mapping and comparing the details on the Traffic Regulation Orders. Anomalies were identified and corrected and consolidated orders (map versions) created. These will be ready to advertise early in the New Year and the Council will publish them online for public information thereafter.

2.3 Midlothian Parking Strategy

To set the context of parking in Midlothian, the 'Midlothian Parking Strategy' has been developed. This report seeks to have the strategy approved.

The Strategy includes sections on Existing Situation, Future Growth and Key Parking Issues, Strategy Objectives, Parking Policy, Strategy Implementation and Interventions and a Delivery Plan. The strategy does not assume that Midlothian will obtain de-criminalised parking powers but does discuss issues such as residents parking that may or may not be introduced, should the powers be obtained by the Council.

The Strategy is attached as an Appendix to the report

2.4 Indicative costs – estimated operating costs

The following table outlines the potential and updated estimated cost of introducing de-criminalised parking in Midlothian

Expenditure		
Parking Contractor Costs	Staffing Equipment and materials	£170,000
City of Edinburgh Council	Parking Services Office Support	£30,000
Midlothian Council	Infrastructure maintenance e.g. signs and lines	£10,000
Midlothian Council	Part Time Officer	£25,000
	Total Estimated Costs	£235,000
Income		
	Penalty charge notices	£125,000
	Additional Dalkeith car park income (based on surveys of length of stay)	£32,000
	Total Estimated Income	£157,000
	Estimated Projected Deficit	£78,000

Further work has been carried out with the potential parking enforcement contractor regarding costs for the service Midlothian will require and the expenditure has been adjusted in line with this. In addition to this, further discussion with the City of Edinburgh Council Roads Services has resulted in very limited back office support costs for Midlothian.

Whilst the risk of income varying compared to that predicted is apparent, there are measures which can be taken to mitigate this. The potential contract with City of Edinburgh Council and the parking contractor will allow for variations. Therefore both parking controls and the level of enforcement can be altered to maximise income versus expenditure, which will be an ongoing review process.

2.5 Timetable

Midlothian recently received information regarding the likely date at which powers could officially be given to the Council. Due to a change in the legislative process the proposed new start date for Midlothian has been changed to 2 April 2018. Reasons for this are explained by Transport Scotland below.

‘Scottish Parliament has put in place a new requirement on negative statutory instruments (such as the orders that are associated with Decriminalised Parking Enforcement (DPE)) this means when the suite of Statutory Instruments are laid in the Scottish Parliament they will not come into force

until the full 40 laying days is complete. This means we need to change the date of commencement for the Council's DPE regime.

To allow for the preparation and meaningful consultation with key stakeholders on the suite of draft Statutory Instruments, obtain approval from Scottish Ministers to make the Orders and to take account of the new requirement for laying Orders means the commencement date would be 6 March 2018 rather than 31 January 2018. This will need to be reflected in the final application.'

Council have since had confirmation that the Scottish Statutory Instruments are in the process of being prepared.

2.4 Warden Service

Preliminary discussions have taken place with Police Scotland should there be a need to extend the current traffic warden provision until such times as decriminalised parking can be introduced in Midlothian.

3 Report Implications

3.1 Resource

The current estimates of income and expenditure are indicated in section 2.4. It is considered prudent to retain the £200,000 budget previously allocated until further details become clear.

3.2 Risk

If there were no parking controls operating across Midlothian there is an increased risk that road safety issues could endanger life and that congestion coupled with a lack of appropriate parking places could impact on the economic viability of Midlothian's town centres.

Vulnerable users such as disabled people, children and the elderly may be affected by access issues.

The risk of less parking enforcement income than estimated has been explained fully in the body of the report and is balanced with the possibility of there being a greater income than estimated. In addition mitigating measures can be put in place to balance losses and these will be reviewed annually on an ongoing basis.

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

Community Safety – Death and Injury on Midlothian Roads, Protecting Midlothian’s Children.

Sustainable Growth – Support the local economy, Promote and develop active and sustainable travel and transport.

3.5 Impact on Performance and Outcomes

If parking is not managed appropriately Injury accident casualty targets could be adversely affected, government cycling targets, and access issues could affect the economic performance of Midlothian.

3.6 Adopting a Preventative Approach

By managing parking, road safety and access issues should be reduced.

3.7 Involving Communities and Other Stakeholders

There are two stages at which consultation takes place. Firstly local consultation by Midlothian Council at the stage of preparing a business case (outlining where there would be changes to parking restrictions) and then by Scottish Government drafting as part of the Scottish Statutory Instruments.

A comprehensive engagement exercise was undertaken during 2016 where views on this proposal were sought.

3.8 Ensuring Equalities

Parking restrictions and enforcement are essential to ensure disabled people have access to disabled parking places, the elderly and infirm can safely access public transport and roads and footways are kept clear for access and crossing within restricted parking areas.

3.9 Supporting Sustainable Development

Parking restrictions and enforcement are conducive to creating a pedestrian and cycle friendly environment.

3.10 IT Issues

There are no IT issues as a consequence of this report. However Digital Services are part of a working group established with a view to establishing information for the public regarding the operation and details of the de-criminalised parking restrictions are realised at the soonest opportunity.

4 Recommendations

Council is recommended to:

- Agree the Director; Resources progress with the implementation of Decriminalised Parking enforcement and should powers be granted by the Scottish Government, seek to implement the scheme early in April of 2018
- Agree to approve the 'Midlothian Parking Strategy' for publication.

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Report Contact: Ricky Moffat Tel No 0131 561 5306
ricky.moffat@midlothian.gov.uk

Background Papers: