

**Parking in Midlothian****Report by Ricky Moffat, Head of Commercial Operations****1 Purpose of Report**

This report informs Council of progress towards preparing an application to Scottish Government for decriminalised parking powers within Midlothian. The report also details further works that will be required to continue the process of introducing Decriminalised Parking.

**2 Progress Update****2.1 Council Meeting 11 August 2015**

At its meeting of Tuesday 11 August 2015 Council agreed to the following:-

- a) to continue the existing Traffic Warden Service in the interim period to 31 March 2016, and approve a supplementary estimate of £12,000 in 2015/16.
- b) to agree that decriminalised parking offers the most effective parking enforcement regime in the long term,
- c) to instruct the Director, Resources to write to Police Scotland seeking a continuation of the Traffic Warden Service until decriminalised parking was introduced. If this is agreed by Police Scotland a further £12,000 per annum may be required,
- d) to agree that an audit of Traffic Regulation Orders, feasibility study and preparation of an outline business case be progressed and approve a supplementary estimate of £50,000 in 2015/16 and the addition of £100,000 to the 2016/17 budget,
- e) request the Director, Resources to provide a further report to Council when the outcome of the feasibility study and outline business case are available.

**2.2 Traffic Warden Service**

Following discussions with Police Scotland the previous arrangement has been continued whereby one traffic warden has been retained effectively providing a limited service through to 31 March 2017 across Midlothian.

The contribution agreed from Midlothian Council has been set at £2,255 per calendar month a total of £27,060 for 2016/17. This cost will be met from within existing resources.

Police Scotland has confirmed that they do not support the long term provision of a traffic warden service beyond this date.

## **2.3 Stages of implementation**

There are a number of stages required before a decriminalised scheme could be introduced and progress can be summarised as follows;

### Audit of Traffic Regulation Orders

This audit has been carried out and will be used to inform the final business case. All existing traffic regulation orders have been checked relating to parking enforcement and a detailed check of the orders against on-street signs and markings has also been completed. Initial estimates are that approximately £100,000 will be required to upgrade signs and roads markings to a suitable standard for effective enforcement and to provide accuracy to be able to robustly defend parking ticket challenges.

### Options Appraisal

The options appraisal is currently underway and will look at varying restrictions, varying the number of enforcement wardens, varying charging for parking both in car parks and on street and predicted financial implications.

### Business Case

This will use information from the feasibility study to identify the financial implications/forecast of the preferred scheme. In formulating the business case assumptions will require to be made regarding levels of enforcement, parking restrictions and any changes to 'charged for' parking on-street and in car parks. These will affect the forecast financial model.

### Changes to On-street Signs and Marking

This will include correcting on street parking restriction signing and markings (as detailed above) and any changes to existing restrictions as proposed in the business case. These changes can be implemented whilst the business case is being processed.

Due to the weather dependant nature of laying road markings it is proposed that works start as soon as possible.

### Running a Decriminalised Parking Scheme

Further discussions have taken place with City of Edinburgh Council and it is clear that this remains the most efficient and effective partnership arrangement to enter into if Midlothian Council chooses to introduce decriminalised parking.

## Decriminalised Parking Enforcement Working Group

A multi disciplinary Council group has been set up to ensure that all Council Divisions affected by the Council taking on decriminalised parking powers and/or operating them are involved in the process as it evolves. The group includes roads services, business services, digital services, legal services, procurement and communications personnel.

### 2.3 Timetable

**Midlothian DPE Support - Work Programme as at 27/7/2016**

Task	Description	2016											2017					
		Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	
	Inception																	
	Parking Surveys and Analysis																	
	Media Campaign (Transport Input)																	
	Parking Strategy																	
	Option Appraisal																	
	Business Case for DPE																	
	Consultation Letters																	
	Draft Application (including Parking Strategy and Business Case for DPE)																	
	Engagement with Elected Members, Community Councils and Public																	
	Review and make changes to the draft application																	
	Submit Final Application to Transport Scotland																	
	Transport Scotland Consider Application																	
	MC Assume Legal Powers																	
	Enforcement Commences																	

The above table shows the overall programme of works. Due to the complexities of the project this is subject to change however the overall target remains April 2017.

### 2.4 Estimated Costs

It was estimated that an audit of Traffic Regulation Orders, feasibility and business case preparation would cost £150,000 (£50,000 in 2015/16 and £100,000 in 2016/17) as approved by Council on 11 August 2015. Work carried out to date has cost £62,250. The remaining sums are fully committed.

The ongoing annual costs including parking wardens, transport, office staff, back office functions, software, hardware, handheld ticket machines etc, legal costs are established estimated in the region of £200,000 per year (excluding any income). This is based on a partnership arrangement being negotiated with City of Edinburgh Council to deliver the service.

It is estimated that one off remedial works to rectify signs and road markings as per the audit carried out will be approximately £100,000.

## 3 Report Implications

### 3.1 Resource

The cost of progressing decriminalised parking had previously been advised to Council at its meeting of 11 August 2015 as follows:-

	2015/16	2016/17
Audit of Traffic Regulation Orders feasibility and business case	£50,000	£ 100,000

The potential costs of introducing a decriminalised parking scheme are:-

	2016/17	2017/18	Annual Thereafter
Upgrade signs and road markings (section 2.3)	£100,000	-	-
Indicative Annual Costs before income (section 2.4)	-	£200,000	£200,000

### 3.2 Risk

If there are no parking controls across Midlothian there is a risk that road safety issues could endanger life and that congestion and lack of appropriate parking places could impact on the economic viability of Midlothian town centres.

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

### 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 economic performance of Midlothian.

### 3.6 Adopting a Preventative Approach

By managing parking, road safety and access issues can be avoided or significantly reduced.

### **3.7 Involving Communities and Other Stakeholders**

There are two stages at which consultation is planned to be carried out. Firstly local consultation by the 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 Scottish Statutory Instruments.

### **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.

### **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. Digital services are however part of the working group set up with a view to ensuring that IT requirements of the operations of a decriminalised are realised at the soonest opportunity.

## **4 Recommendations**

Council is recommended to;

- Continue to support the view that decriminalised parking offers the most effective parking enforcement regime in the long term,
- agree, that remedial works to signs and road markings be progressed, and approve a supplementary estimate of £100,000 in 2016/17,
- agree, to allocate £200,000 in the annual revenue budget from 2017/18 onwards to cover the annual cost of operating a Decriminalised Parking Scheme.
- the Director, Resources to provide a further report to Council when the outcome of the feasibility study and outline business case are available.

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**Background Papers:**