

REPORT TO: CITY DEVELOPMENT COMMITTEE - 11 JANUARY 2010

REPORT ON: RESIDENTS PARKING SCHEME CONSULTATION

REPORT BY: DIRECTOR OF CITY DEVELOPMENT

REPORT NO: 22-2010

1 PURPOSE OF REPORT

- 1.1 To report back on the outcomes from the consultation process that was undertaken for the possibility of implementing Residents Parking Schemes (RPS) in five areas of the City and recommends that detailed design is progressed for the four zones that have been identified around the city centre.

2 RECOMMENDATION

- 2.1 It is recommended that;

- a the results of the preliminary consultation exercise are noted.
- b four out of the five zones are taken forward into detailed design stage and further consultation is undertaken with stakeholders. The zones identified to be progressed to detailed design stage are: Dudhope, Dundee West End, Hilltown and Princes Street areas. A phased approach is to be undertaken with Dundee West End and Princes Street areas to be progressed initially to detailed design with further consultation.
- c the Invergowrie Drive area is not progressed at present due to insufficient parking problems and lack of residents support.
- d the Committee notes that based on a cost neutral approach, it has been estimated that an individual Residents Permit could cost in the region of £77 per annum.

3 FINANCIAL IMPLICATIONS

- 3.1 The preparation of the detailed design and consultation will take an extended period of up to three years and this will be resourced by secondment of one of the Senior Engineers from within the Transportation Division. This work will follow on from substantial completion of disabled person parking places implementation which is currently progressing and it is likely that detailed design will begin in late summer 2010.
- 3.2 Any additional revenue expenditure and the capital expenditure incurred will be offset through income from parking enforcement and residents permits as detailed in Appendix 2.
- 3.3 A report will be brought back to Committee following the outcome of detailed design and consultation exercise.

4 BACKGROUND

4.1 In June 2007 the Committee approved the Central Dundee Car Parking Strategy which identified a 3 strand strategy for the greater city centre area. The strategy strands are:

- Sustainability, Parking Supply and Pricing
- Safety and Convenience
- Residential Amenity

The final strand of the strategy clearly recognised the requirements of providing for appropriate residential parking in the immediate surroundings of the City Centre and the strategy proposed an intervention to implement residential parking permit zones into appropriate areas of the city. Residents Parking Schemes (RPS) can be a method of managing on street parking supply and successful schemes can improve the liveability of neighbourhoods by ensuring a reasonable amount of on street parking is made available to be exclusively used by residents within a particular area. Parking is necessary to provide for bona fide visitors to the area, however restrictions can be placed upon it as to discourage commuters/workers using the restricted supply of on street parking as a free long stay 'car park'. RPS can assist in achieving sustainable transport policy objectives by encouraging people to use alternative modes of transport as their travel choices can be affected by the management of parking supply.

4.2 A further committee report (460-200) identified five areas that were to be considered for residents parking zones and that consultation was necessary to establish the level of support for any RPS within each area. The areas that were considered for a Residents Parking Scheme were:

- Dundee West End
- Dudhope
- Hilltown
- Princes Street
- Invergowrie Drive

The zone boundaries for each area were identified through complaints from the public and the logical determination of the extents to ensure each area is an appropriate size for a possible resident parking zone. The boundaries for each zone can be seen in Appendix 1 of this report.

4.3 As part of developing the case for implementing a RPS in the five areas it was necessary to undertake a large scale data collection exercise to ensure that a robust case can be made for implementing a scheme in any one of the five areas. The process involved consultation and data collection is briefly described below.

a Parking Beat Surveys

The beat surveys were used to quantify the actual demand for parking within each of the five areas and this allowed parking behaviour and patterns to be identified. This beat survey was undertaken on a typical week day and a Saturday over a ten hour period. It was recognised that it was important to distinguish between resident vehicles and non resident vehicles as any parking scheme would only displace non

resident's vehicles during the hours of operation of any RPS. A pre-survey was undertaken between 0200 hrs and 0600 hrs to establish the level of maximum residential demand. The overall parking demand was then compared against a level of parking supply for each street which was based in general on current parking patterns and on site measurement and estimations. This allowed demand against capacity analysis to be undertaken.

b Questionnaires

Questionnaire surveys were sent to all households and businesses within each area to establish the level of public support for a scheme and to obtain further information to assist in the justification and possible future detailed design of any RPS.

c Stakeholder Meetings

Key stakeholders were invited to stakeholder meetings for each of the five zones and these were held to discuss future Resident Parking Schemes and possible implementation. All relevant councillors and Residents groups were invited to attend these meetings.

The results of these three assessment processes for each of the five areas are given in Appendix 1.

5 OVERALL CONCLUSIONS

- 5.1 A RPS can benefit residents and improve the liveability of neighbourhoods by ensuring a reasonable amount of on street parking is made available to be exclusively used by residents within a particular area. In advancing the implementation of the four remaining schemes there are significant issues and obstacles that will arise as part of the process. A RPS will only provide benefits during the period of which it will be in operation eg 0800 hrs - 1800 hrs and high level of enforcement is required to ensure that the scheme is effective. The implementation of a RPS will not guarantee a resident a parking space immediately outside an individuals property as it is only designed to increase parking opportunities in the area. A RPS would not solve all parking problems within each area as locations of high density housing that is particular prevalent in the West End with limited kerb space will likely remain to be an issue as there is simply too many residents vehicles for the on street capacity.
- 5.2 In general there is a likelihood that the implementation of a RPS in each area will restrict parking supply as the tightening of Traffic Regulation Orders to ensure the viability of each scheme will formalise parking areas and remove any current inappropriate parking practices. However this reduction would not be identified until the detailed design has been completed. The detailed design of any RPS will also have to take full cognisance of all implications that relate to traders and businesses within each of the areas.
- 5.3 The conclusions of the parking surveys and consultation have identified that in four out of the five areas there is some evidence that there maybe merit in progressing Residents Parking Schemes to detailed design and further implementation stages. These stages should include additional public participation. The areas are to be progressed are:

- Dudhope
- Dundee West End
- Hilltown
- Princes Street

5.4 As far as the Invergowrie Drive area there is clear evidence from the parking beat surveys and the consultation that a Residents Parking Scheme is not appropriate for the area should not be progressed.

6 POLICY IMPLICATIONS

6.1 This Report has been screened for any policy implications in respect of Sustainability, Strategic Environmental Assessment, Anti-Poverty, Equality Impact Assessment and Risk Management. The major issues identified are:

Car parking policy decisions are aimed at achieving a balance of economic prosperity of the city and safe sustainable transport. Sustainability policy has been a significant consideration in arriving at the appropriate balance. Resident Parking Schemes raise significant issues on sustainability and equality for all residents and visitors in each area and these would have to be carefully considered in the design and operation of any scheme.

7 CONSULTATIONS

7.1 The Chief Executive, Depute Chief Executive (Support Services), Depute Chief Executive (Finance), Head of Finance and Assistant Chief Executive have been consulted and are in agreement with the contents of this report.

8 BACKGROUND PAPERS

- 8.1 Central Dundee Car Parking Strategy - Report 279-2007 - June 2007
- 8.2 Proposed Extension of Residents Parking Schemes - Report 460-2007

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17 December 2009

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APPENDIX 1

ASSESSMENT OF PROPOSED AREAS FOR RESIDENT PARKING SCHEMES

1 Dudhope Area

The Dudhope area is located to the north of the City Centre and the Controlled Parking Zone (CPZ), beneath Dundee Law. Dudhope Terrace forms the southern boundary of the area and other main roads include Law Street, Drummond Street and Constitution Road. It is an entirely residential area with the exception of Dundee College located in the south of the area on Constitution Road.

The carriageways in the area are generally wide enough to comfortably accommodate on-street parking on one side of the carriageway. The majority of the area does not have waiting and loading restrictions, but there are some short sections that do. Constitution Terrace, Union Terrace, Prospect Place and Laurel Bank are particularly narrow and one-way only. Double yellow lines are on one side of these streets with on-street parking on the opposite side. However, this significantly reduces the available effective width of the carriageway.

The parking beat surveys confirmed that Dudhope area is experiencing parking difficulties on a significant proportion of streets within the area due to increases in non resident traffic. The parking difficulties primarily arise during the weekday working hours between 0800 hrs - 1800 hrs and this is likely to be attributable to parking demand from the staff and students of Dundee College and from city centre commuters. Parking on-site at Dundee College is limited and is for the use of staff and visitors only. Parking problems have been identified in Constitution Road, Constitution Terrace, Union Terrace, Prospect Place and Laurel Bank.

The pre-beat surveys that were undertaken to establish total residential parking demand indicated that there was no significant parking problems within the area due to residential demand. Therefore it can be reasonably concluded that a RPS would provide significant benefits in freeing up on street kerb space and provide more parking opportunities for residents during the main working hours (0800 hrs - 1800 hrs) of a weekday, although there would be no guarantee that a resident would have a parking space and be able to park immediately adjacent to their property.

In the area approximately 413 questionnaires were issued and distributed to households. The return rate was 33% which is a high return rate for this type of survey. The return rate indicates that there is a strong feeling of public interest in a RPS. The questionnaire surveys highlighted that 50% of the responses indicated that they were in favour of a Residents Parking Scheme with 40% against the implementation of one. Approximately 10% did not know whether they support one or not.

The questionnaires also asked residents of the area to highlight the time period when they had difficulty in parking and the results showed that more than 50% of the respondents frequently had difficulty in parking during the main working hours (0800 hrs - 1800 hrs) weekday and this reduced to less than 20% out with these hours. This supports the results coming from the beat surveys and clearly highlights that in the main the parking problem is caused by the non resident vehicles using the on street kerb space during the core working hours (08:00 hrs - 18:00 hrs).

The questionnaires asked the residents about the price of the permit and that it should reflect the administration costs of the overall scheme. 32% of the respondents indicated that this was a fair price for a permit however 53% indicated that this was unfair. The residents

were also asked their opinion about purchasing an £80 Parking Permit and it was clearly evident with 77% of the respondents who needed to buy at least one permit considered the cost too high.

The stakeholder meeting was attended by a local councillor as well as a representative of Dundee College. Discussion circulated around the acknowledgement that students and some staff of the Constitution street campus of Dundee College parked on neighbourhood streets whilst attending classes. This was primarily due to the lack of on-campus parking.

In conclusion there is some public support for the scheme through the questionnaire surveys and stakeholder meetings and therefore it is considered appropriate that detailed design progressed to enable additional public consultation and participation to facilitate a suitable Resident Parking Scheme to be implemented.

2 Dundee West End

This area lies immediately west of the City Centre CPZ. It is predominantly residential, largely composed of tenement and flatted townhouse accommodation. Perth Road, Blackness Road and Hawkhill are busy arterial routes which pass through the area. The eastern end of Perth Road bounds the south side of the University of Dundee's campus and the western end of Perth Road is a vibrant shopping area lined by a variety of small, distinctive shops serving both the local community, passing trade and visitors from further afield. Blackness Road forms part of the area's boundary which contains similar local shops and Blackness Avenue is the link between the main distributor routes. Apart from these main arterial routes, the streets in this residential area are very narrow. In many cases parking can only occur on one side of the carriageway and in some cases the carriageway is so narrow that parking is impossible.

Parking is available mainly on-street, with a limited amount of off-street parking. Parking on Perth Road is restricted to a maximum of 45 minutes with no return in 75 minutes. These restrictions promote a high turnover of vehicles which supports local business. A number of streets, including Hawkhill, have no waiting at any time restrictions. The vast majority of streets do not have any waiting or loading restrictions. A substantial part of the RPS area is within a conservation area and this designation has prevented the creation of off street parking facilities due to planning restrictions.

The parking beat surveys confirmed that West End area is experiencing parking difficulties on many of the streets in the area through out the entire day which is exacerbated during the weekday working hours between 0800hrs-1800hrs due to increases in non resident traffic eg Magdalen Yard Road, Step Row, Thomson Street, Corso Street.

The pre-beat surveys that were undertaken to establish the maximum residential demand identified that they were significant parking problems during periods out with the main working hours during a week day. These resident vehicle parking problems were particularly acute in areas where there was high density housing eg Bellfield Avenue, Seafield Road, Step Row, Corso Street.

The factors affecting parking problems in this area of the City is likely to be attributable to a high demand for parking related to the high density of housing coupled with demand for parking by staff/students from the University of Dundee and commuters destined for the City Centre. The mix of residential and retail properties in Blackness Road and Perth Road with the competing demands for kerb space make servicing difficult.

In the Dundee West End area approximately 3300 questionnaires were issued and distributed to households. The return rate was 16% which is typical for this type of survey and it highlighted that 55% of the responses indicated that they were in favour of a RPS with 29% against the implementation of one. Approximately 16% did not know whether they supported one or not.

The questionnaire also asked residents of the area to highlight the time period when they had difficulty in parking and the results showed that more than 50% of the respondents frequently had difficulty in parking during the main working hours (0800hrs - 1800hrs) and this reduced to approximately 40% out with the main working hours. This again indicates that while there are additional parking problems being created by commuters and staff / students to the University during the weekday hours there is still a significant parking problem caused by high resident demand and there is not sufficient kerb space to accommodate their vehicles. This again is very acute in high density housing areas such as Bellfield Avenue, Seafield Road and Thompson St areas.

The questionnaires asked the residents whether the price of the permit should reflect the administration costs of the overall scheme. 36% of the respondents indicated that this was a fair price for a permit however 44% indicated that this was unfair. The residents were also asked their opinion about purchasing an £80 Parking Permit and it was clearly evident with 69% of the respondents who needed to buy at least one permit considered the cost too high.

The Stakeholder meeting was well attended by a cross-section of councillors, resident groups and a representative of the University of Dundee. During the stakeholder session the on-street parking problem appears to be the result of large demand for on-street parking created externally by City Centre commuters and students of the nearby University of Dundee and internally by the high population density in the area. To compound the problem, the West End has many narrow streets that are currently over parked. It was acknowledged that implementing a residents' parking scheme may alleviate some of the parking problems in the area but addressing the problem of high internal resident demand will also need to be considered.

In conclusion, it is considered that there is some evidence that there is support for a Residents Parking Scheme within the Dundee West End area however there is significant caveats that have to be considered when implementing any scheme and these are:

- a A Residents Parking Scheme will not guarantee the availability of a parking space immediately adjacent to a resident's property and the implementation of a Traffic Regulation Order (TRO) to allow legal enforcement will inevitably restrict parking in the Dundee West area. The onsite observations it was clearly identified that illegal and inappropriate parking was occurring in Corso Street and Abbotsford Place. This would have to be prevented in with the installation of double yellow line no waiting restrictions and subsequent enforcement.
- b A RPS will bring benefits for residents where there is a significant level of non-residents occupying on street kerb space as these are the vehicles that can be expected to be displaced, thus providing additional parking opportunities for residential traffic. It is clear that there is evidence during the main working hours (0800hrs -1800hrs) that non-resident demand is exacerbating parking problems within the area. This demand is primarily created by individuals bound for Dundee University and the City Centre.
- c A RPS will have no impact in solving parking problems out with the operating hours of the scheme. It is important to note in areas of high residential demand with limited kerb space such as Bellfield Avenue Seafield Road, Step Row, Thompson Street, it is likely

that a RPS will have little benefit as there is simply too many resident's vehicles compared to the on street parking supply. This is primarily due to the combination of high density housing and high levels of car ownership. Additional off street parking may be required however there is limited land available and planning restrictions are likely to prohibit any significant increase in parking supply.

- d The Dundee West End area has a significant amount of businesses and it is recognised that facilitating their needs through a RPS is vitally important for economy of the area. From the business questionnaire it was identified that over 75% of the businesses required on street loading/unloading facilities. There are approximately 330 businesses within the Dundee West End area any scheme would have acknowledge their requirements without undermining the economy of the area. This is particularly relevant in Perth Road and Blackness Road areas.

While there are significant issues and obstacles involved in implementing a RPS in the Dundee West End area given the mix of different types of housing and businesses and their varying needs, there is some public support for the scheme through the questionnaire surveys and stakeholder meetings and therefore it is considered appropriate that detailed design is progressed to enable additional public consultation and participation to facilitate a suitable RPS to be developed for the area although there is a likelihood that a RPS will not address all parking problems within the area.

3 Hilltown area

The Hilltown area is located immediately north of the City Centre and next to and east of the Dudhope area. It is a largely residential area composed of tenement and high rise flatted accommodation together with a number of primary schools, churches and mosques.

Many of the streets are narrow and double yellow lines are in place on sections of most of the streets. Parking demand is high in certain areas of Hilltown such as Hilltown Terrace. The area is surrounded by high rise and tenement flats and lies immediately next to the boundary of the City Centre Controlled Parking Zone. The high demand is, therefore, related to the high density housing and commuters wishing to park without restrictions.

The parking beat surveys confirmed that Hilltown area is experiencing parking difficulties on a high proportion of streets within the area due to increases in non resident traffic. The parking difficulties primarily arise during weekday working hours between 0800hrs-1800hrs due and it is likely to be attributable to parking demand from the staff and students of Dundee College and from City Centre commuters. Parking problems have been identified in Macdonald Street and Hilltown Terrace areas. There is also evidence that there is a significant increase in non-resident vehicles creating parking problems on Rosebank Street and Rosebank Road and this could be related to staff at the nearby school using the adjacent streets to park their vehicles.

The pre-beat surveys that were undertaken to establish total residential parking demand indicated that there were parking problems mainly due to onstreet parking supply being very limited in the Bonnybank Road, Nelson Street, Forebank Road areas. These areas consist of high density housing and subsequent residential demand. It is also worth noting that Hilltown Terrace and Macdonald St were also approaching capacity during the pre-beat surveys. A RPS would provide some benefits in freeing up on street kerb space and provide more parking opportunities for residents during the main working hours (0800 - 1800) of a weekday in some streets within the area although there would be no guarantee that a resident would have a parking space and be able to park immediately adjacent to their property.

In the Hilltown area approximately 1698 questionnaires were issued and distributed to households. The return rate was 12% which is a typical return rate for this type of survey. The questionnaire surveys highlighted that 60% of the responses indicated that they were in favour of a Residents Parking Scheme with 25% against the implementation of one. Approximately 15% did not know whether they supported one or not.

The questionnaire also asked residents of the area to highlight the time period when they had difficulty in parking and the results showed that more than 40% of the respondents frequently had difficulty in parking during the main working hours (0800hrs - 1800hrs) and this reduced to about 35% out with the main working hours. This indicates that there is some evidence that there is non resident vehicles parking on street and gives some support for the results coming from the beat surveys although it is not as pronounced as what has been identified in the neighbouring Dudhope area. It also indicates that there is significant parking problems out with the main working time periods and this is likely to be due to the location of high density housing and limited kerb space.

The questionnaires asked the residents about the price of the permit and that it should reflect the administration costs of the overall scheme. 41% of the respondents indicated that this was a fair price for a permit however 41% indicated that this was unfair. The residents were also asked their opinion about the purchasing an £80 Parking Permit and it was clearly evident with 73% of the respondents who needed to buy at least one permit considered the cost too high.

At the Stakeholder meeting, it was suggested that some students and staff of Dundee College could be using neighbourhood streets in western Hilltown for parking whilst attending classes. This was in addition to commuters using the area for their vehicles.

In conclusion, there is some public support for the scheme through the questionnaire surveys and stakeholder meetings and therefore it is considered appropriate that detailed design is progressed to enable additional public consultation and participation to facilitate a suitable Resident Parking Scheme to be implemented.

4 Invergowrie Drive Area

This is a wholly residential area located immediately east of Ninewells Avenue which borders the east side of Ninewells Hospital. The residential area cannot be accessed by vehicle directly from Ninewells Avenue but instead via Perth Road and Invergowrie Drive or via Glamis Road and Glamis Drive leading to Invergowrie Drive. It is possible to access the residential area from Ninewells Avenue on foot using an access point at the west end of Glamis Drive or an access point at the west end of Menzieshill Road.

The majority of houses in the area have private parking facilities in the form of driveways. Some of the residents in the area have expressed concerns regarding the amount of on-street parking on Invergowrie Drive and adjoining streets. The main reason for this parking problem is that staff and visitors of the neighbouring hospital, are seeking to avoid parking charges and use Invergowrie Drive and adjoining streets as a place to park. Most of the area does not have any parking restrictions. However, waiting restrictions have recently been introduced in Invergowrie Drive in addition to those that already existed at Glamis Drive and the northern section of Hazel Drive.

The parking beat surveys highlighted that there are no significant parking problems within the Invergowrie Drive area throughout the entire day. There maybe very localised problems outside certain properties in the area however these type of problems are common to many streets in Dundee and do not warrant the implementation of a RPS.

In the Invergowrie Drive area approximately 417 questionnaires were issued and distributed to households within the area. The return rate was 40% which is a very high rate of return and indicates that there is a strong feeling of public interest in a RPS. Only 27% of the respondents indicated that they supported the implementation of a RPS while there was 60% who did not support a scheme. 13% of Residents did not know if they wanted a RPS or not.

The questionnaire also asked residents of the area to highlight the time period when they had difficulty in parking and the results showed that only approximately 15% of the respondents frequently had difficulty in parking during the main working hours (0800 - 1800) weekday and this reduced to less than 10% out with these hours. This supports the results coming from the beat surveys and clearly highlights that there no significant parking problems in the area.

The questionnaires asked the residents about the price of the permit and that it should reflect the administration costs of the overall scheme. 23% of the respondents indicated that this would be a fair price for a permit however 56% indicated that this was unfair.

The residents were also asked their opinion about purchasing an £80 Parking Permit and it was clearly evident with 85% of the respondents who needed to buy at least one permit considered the cost too high. The properties in the Invergowrie Drive area in general have their own driveways and the level of permits that residents who would have to purchase a permit would be few in number.

At the Stakeholder meeting it was acknowledged that some staff at nearby Ninewells Hospital parked on-street, particularly in the western Invergowrie Drive area, the problem was not seen as significant, primarily because most residents of the area have off-street parking and tend not to use on-street parking. In other words, people from outwith the area may be taking advantage of free on-street parking to avoid parking charges at Ninewells Hospital however, it would appear that this situation does not create a significant problem for area residents possibly because most residents can be accommodated along with the non-residents.

It can clearly be concluded that Invergowrie Drive area has no significant parking problems and there is a distinct level of public opposition to a RPS and therefore it is not considered appropriate that detailed design proposals are progressed for this area.

5 Princes Street

The Princes Street area lies to the east of the City Centre and the Controlled Parking Zone. The area encompasses the residential area to the north of Princes Street and the industrial area to the south of Princes Street. The residential area is predominantly composed of flatted accommodation together with some houses.

The main roads in the area (Princes Street, Lower Princes Street, Blackscroft, Foundry Lane, Victoria Street and Robertson Street) have double yellow lines along the majority of the carriageway. There are a few sections of the waiting and loading restrictions on the roads within the residential area.

Pre-beat surveys were undertaken to establish total residential parking demand and these indicated that there was no significant parking problems within the area due to residential demand. The parking beat surveys confirmed that Princes Street area is experiencing parking difficulties on a number of streets within the area due to increases in non resident traffic. The parking difficulties primarily arise during weekday working hours between

0800hrs -1800hrs and this is likely to be attributable to parking demand from City Centre commuters. Parking problems have been identified in Ladywell Avenue, Crescent Street , Crescent Lane, Lilybank and Ferguson Street Car Park.

Therefore it can be reasonably concluded that a RPS would provide significant benefits in freeing up on street kerb space and provide more parking opportunities for residents during the main working hours (0800hrs - 1800hrs) of a weekday, although there would be no guarantee that a resident would have a parking space and be able to park immediately adjacent to their property.

In the Princes Street area approximately 688 questionnaires were issued and distributed to households. The return rate was 13% which is a typical return rate for this type of survey. The questionnaire surveys highlighted that 73% of the responses indicated that they were in favour of a RPS with 18% against the implementation of one. Approximately 10% did not know whether they supported one or not.

The questionnaire also asked residents of the area to highlight the time period when they had difficulty in parking and the results showed that more than 50% of the respondents had frequent difficulty in parking during the main working hours (0800hrs - 1800hrs) and this reduced to approximately 30% out with the main working hours. This again indicates that while there are parking problems being created by commuters during the weekday hours however it also indicates that there may be isolated parking problems caused by the mix of businesses and high density housing in the area.

The questionnaires asked the residents about the price of the permit and that it should reflect the administration costs of the overall scheme. 38% of the respondents indicated that this was a fair price for a permit however 42% indicated that this was unfair. The residents were also asked their opinion about purchasing a £80 Parking Permit and it was clearly evident with 67% of the respondents who needed to buy at least one permit considered the cost too high.

At the Stakeholder meeting there was a strong belief that much of the area's parking problems were caused by non-residents who took advantage of free on-street parking to avoid paying for parking in the City Centre. It was anecdotally reported that these non-residents were either workers in the City Centre and possibly Hilltown who stayed for long durations throughout the day or they were shoppers who parked for several hours during the weekday and on weekends. This situation was particularly disappointing considering the large numbers of empty parking spaces within DCC owned car parks in the City Centre. Thus, the decision to park in the Princes Street area and shop or go to work in the city centre is not a decision of convenience but rather a financial decision. While there was acknowledgement that a residents' parking scheme with strong enforcement would correct the problem, opinion was equally strong that a parking permit scheme should be subsidised by other DCC revenue sources.

The Princes Street area has a significant amount of businesses and it is recognised that facilitating their needs through a RPS is vitally important for the area for economy of the area. From the business questionnaire it was identified that over 65% of the businesses required On street loading/unloading facilities. There are approximately 104 businesses within the Princes Street area and any scheme would have acknowledge their requirements without undermining the economy of the area.

In conclusion, there is some public support for the scheme through the questionnaire surveys and stakeholder meetings and therefore it is considered appropriate that detailed design is progressed to enable additional public consultation and participation to facilitate a

suitable RPS to be implemented. It is also recommended that the western section of Ladywell Avenue that is outwith the City Centre CPZ is included in the potential Princes Street RPS.

Financial Considerations

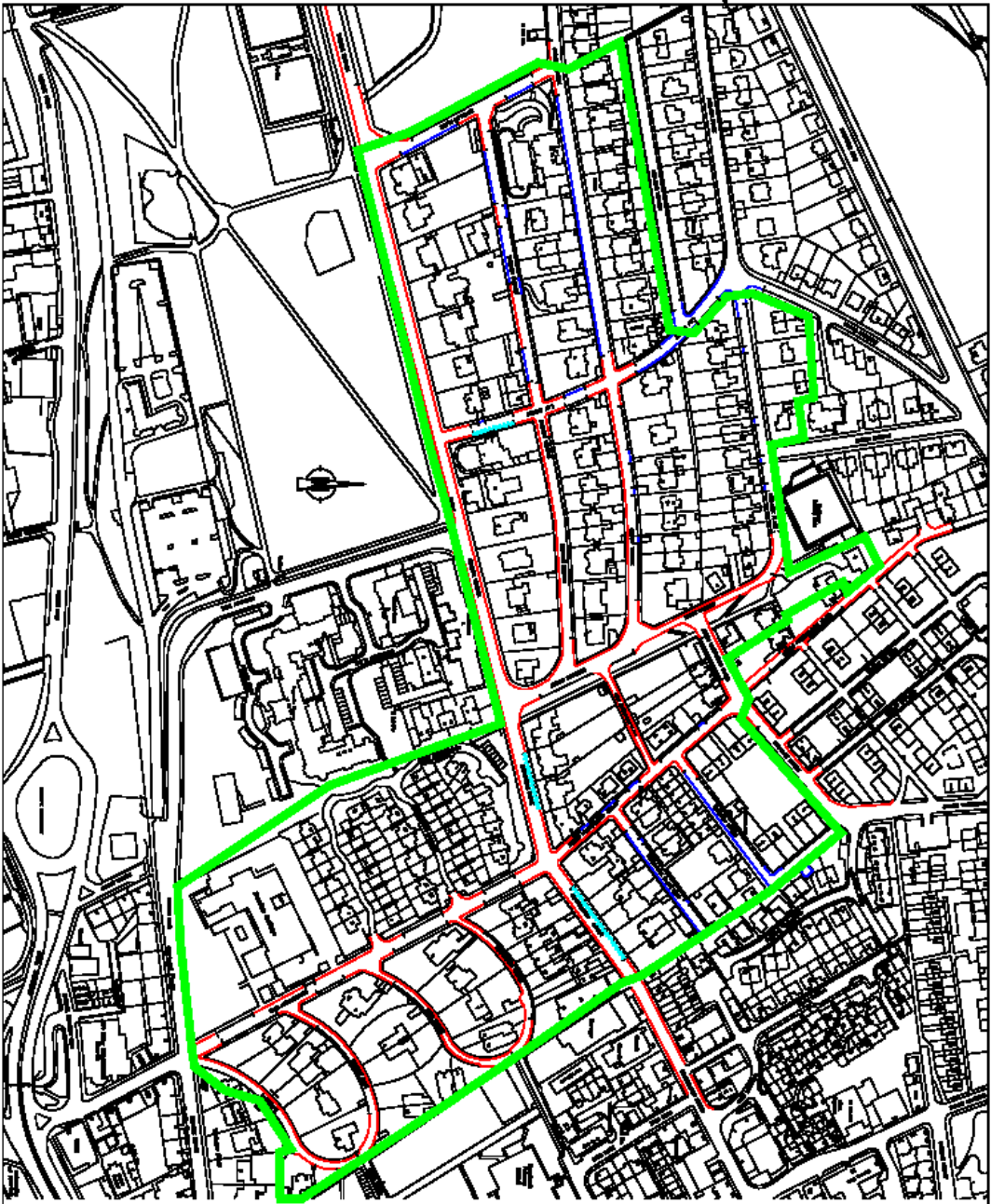
Residents supported the implementation of RPS however there was little support for a Parking Permit price of £80. In the 22nd of October 2007 a report informed the Committee that the permit price for each scheme varied from £68 to £188. These permit prices were calculated on a cost neutral basis i.e. each RPS would be self financing and no additional Council revenue would be required to support administration of the scheme. However the pre beat surveys have revealed that the number of permits that would be issued are substantially less than what was previously estimated.

To undertake detailed design, further in depth consultation and implementation will require the secondment of a dedicated Senior Engineer from within the Transportation Division. The initial capital estimates for implementation is in the region of £350,000 for the four schemes. The annual net revenue cost for operating all four schemes is in the region of £78,000.

The total costs of implementing RPS in the four areas can be seen in Appendix 2 of this report and it can be seen that permit prices based on a cost neutral basis is estimated to be £77. It can be concluded that there will be significant public opposition to introducing a RPS with such a high tariff and therefore to implement a scheme into each area would require significant support from current revenues of the council.

The four schemes that are proposed to be progressed are on the boundary of the City Centre Controlled Parking Zone that has its own RPS which has a permit price of £70 per annum. The Central Dundee Parking Strategy that was approved by Committee in June 2007 has identified that the City Centre Residents Parking Zone should be reviewed and this should include a review of the cost of permits to ensure they reflect the costs of administering the RPS. It is therefore recommended that a consistent approach is considered across all the RPS areas in and around the City Centre and that a single permit cost should be used for all RPS covering all capital, administration and enforcement costs of the schemes. The existing RPS in Menzieshill has an individual permit price of £5 per annum and consideration should be given to review this in light of the possible introduction of additional RPS throughout the City.

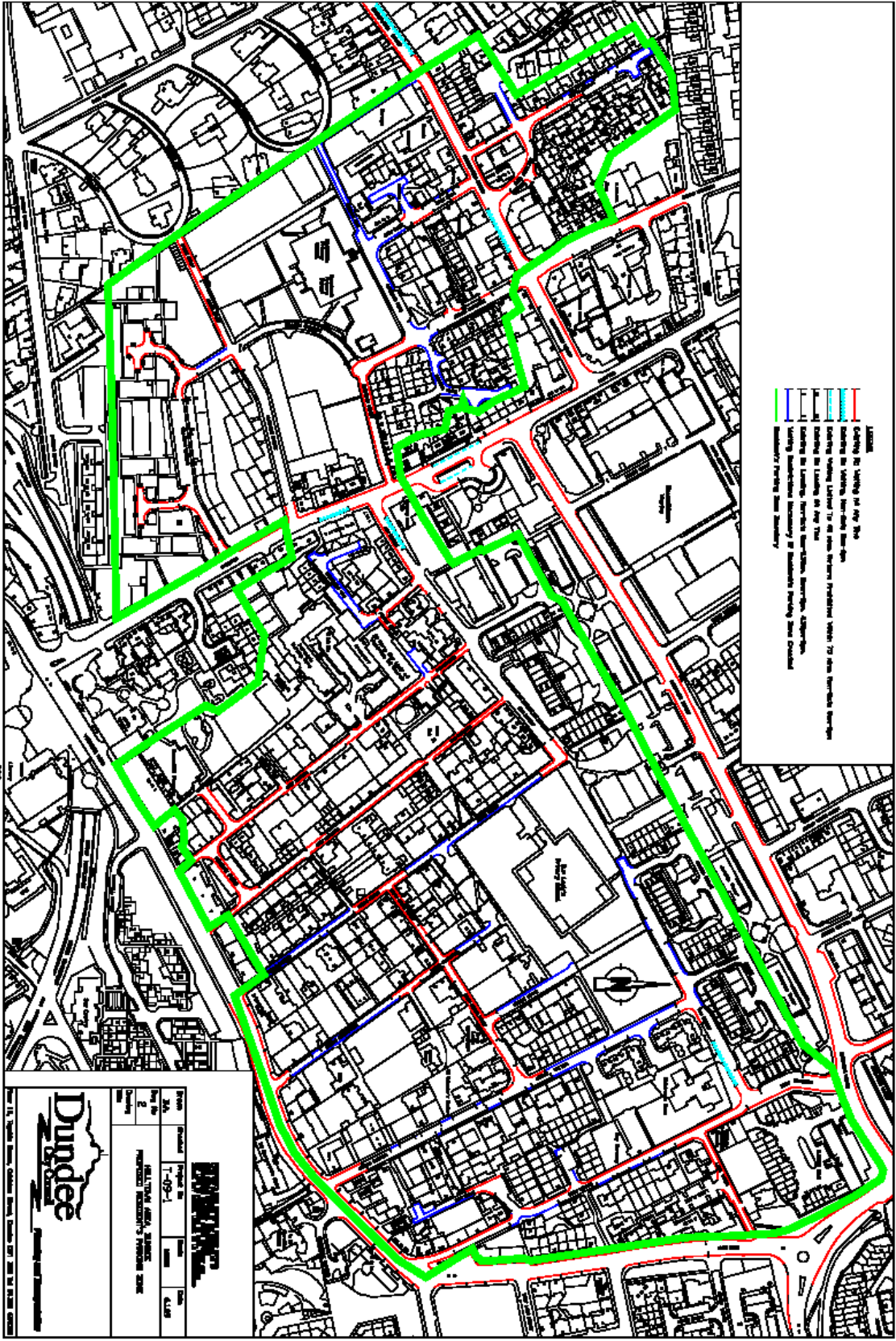




- LEGEND**
- Red line: Boundary for existing lot layout
 - Blue line: Boundary for existing lot layout
 - Cyan line: Boundary for existing lot layout
 - Green line: Boundary for existing lot layout

NO.	DESCRIPTION	DATE	BY
1	PREPARED FOR THE CITY OF DUNDÉE	1-10-01	STW
2	REVISIONS TO THE PLAN	1-10-01	STW

Dundee
 City of Dundee
 Planning Department
 11, York Street, Dundee, Ontario, Canada N6A 5K6



- LEGEND**
- Red line: Existing 20' Width at Any Time
 - Blue line: Existing 20' Width, 20' Minimum Width
 - Green line: Existing Width Limited To 20' from Street Frontage, 10' from Street Backage
 - Black line: Existing 20' Width at Any Time
 - Yellow line: Existing 20' Width, 20' Minimum Width, 20' Minimum Backage
 - Light Blue line: Existing 20' Width, 20' Minimum Width, 20' Minimum Backage
 - Dark Blue line: Existing 20' Width, 20' Minimum Width, 20' Minimum Backage
 - Light Green line: Existing 20' Width, 20' Minimum Width, 20' Minimum Backage
 - Dark Green line: Existing 20' Width, 20' Minimum Width, 20' Minimum Backage

Dundee
Engineering and Construction

PROJECT NO. 1-09-1
PROJECT NAME: CENTRAL CITY PARKING GARAGE
DATE: 01/09

SCALE: AS SHOWN

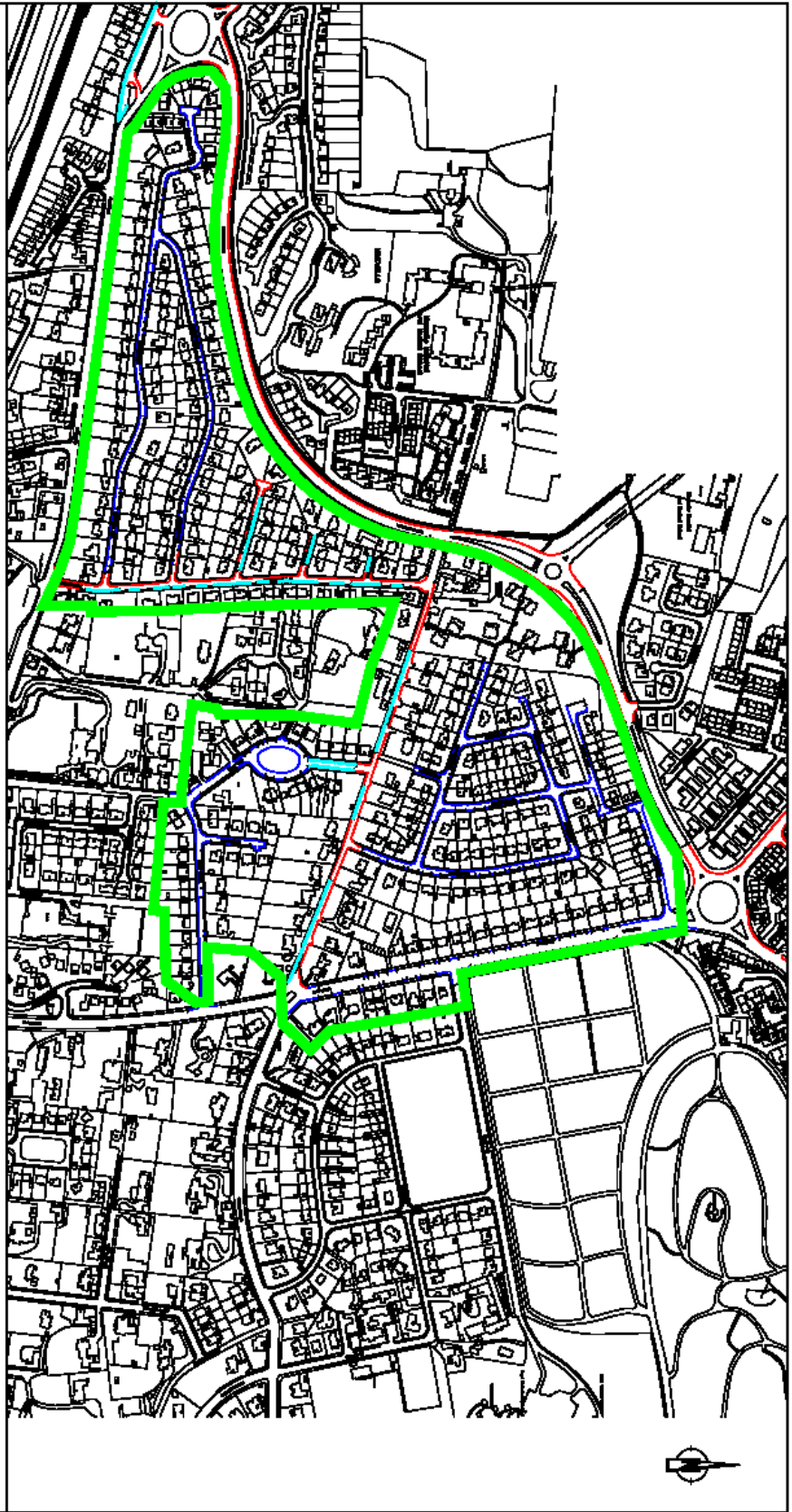
DATE: 01/09

BY: [Signature]

CHECKED: [Signature]

APPROVED: [Signature]





— Boundary of Study Area
— Boundary of Study Area
— Boundary of Study Area
— Boundary of Study Area

DATE	7-10-01	SCALE	1:1000
DRAWN BY	6	CHECKED BY	3/2001
APPROVED FOR PUBLIC REVIEW PROJECT ENGINEER'S OFFICE			

Dungee

1000 10th Street, Suite 100, San Francisco, CA 94103
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APPENDIX 2

Permit Costs

Capital to be financed over 10 Years

Scheme	Capital Outlay	Annual Repayment	Annual Borrowing Charges	Total Annual Repayment
Dudhope	60,000	6,000	1,950	7,950
Dundee West End	160,000	16,000	5,150	21,150
Hilltown	80,000	8,000	2,600	10,600
Princes Street	50,000	5,000	1,600	6,600
	350,000	35,000	11,300	46,300

Maintenance Costs Per Annum

Scheme	Maintenance	Enforcement	Enforcement Income	Forecast Number Of Permits	Total Annual Revenue Cost
Dudhope	6,000	15,000	-10,000	200	11,000
Dundee West End	16,000	36,000	-20,000	1000	32,000
Hilltown	8,000	22,000	-12,000	260	18,000
Princes Street	5,000	22,000	-10,000	160	17,000
	35,000	95,000	-52,000	1,620	78,000

Combined Capital Repayment costs and annual maintenance

£124,300

Forecast Cost Of Permit to ensure cost neutral

£76.73

Notes

On Street parking demand from pre-beat surveys
 Maintenance costs based on 10% of Capital Costs
 Any additional Administration costs absorbed by department

