

ITEM No ...6.....

REPORT TO: CITY DEVELOPMENT COMMITTEE – 7 MARCH 2022
REPORT ON: RESIDENTS PARKING SCHEME CONSULTATION
REPORT BY: EXECUTIVE DIRECTOR OF CITY DEVELOPMENT
REPORT NO: 64-2022

1 PURPOSE OF REPORT

1.1 This report provides a summary of the feedback to an initial stakeholder consultation engagement undertaken on the potential to introduce an On-street Resident Parking Scheme in 3 city wards: West End, Coldside and Maryfield.

2 RECOMMENDATION

2.1 It is recommended that the Committee notes the findings of the preliminary consultation exercise and agrees no further consultation is progressed at this time.

3 FINANCIAL IMPLICATIONS

3.1 None.

4 BACKGROUND

4.1 Resident parking schemes are generally introduced to give greater priority to resident parking over non-resident parking. Schemes are usually introduced to control parking where residential properties are in close proximity of a destination that attracts significant commuter traffic. The only current area in Dundee, where an on-street resident parking scheme with signage and line markings is operated, is in Menzieshill (around Ninewells Hospital).

4.2 The general principles of a resident parking scheme as described above are prescribed in the Road Traffic Regulation Act 1984 and the Traffic Signs Regulations and General Directions 2016, but elements of individual schemes can be tailored to a location's circumstances. A Council introducing a resident parking scheme would be required to consider such matters as the extent of the scheme's boundary, the times of operation, how visitor parking is managed (ie time restricted bays or visitor parking charges), and whether there would be a cap on the number of permits issued to a single residential property.

4.3 An annual permit charge is required to meet the costs of implementing and then managing the scheme. In Dundee, an indicative permit fee of £80.00 per annum has been previously reported to Committee and this would be commensurate with other permit schemes in Scottish cities.

4.4 With reference to Article VI of the Minute of the Meeting of the City Development Committee of 9 March 2020 (Report 81-2020 refers) officers were instructed to conclude public engagement and seek the views of community groups. Well attended events had been held in the West End Ward in March 2020 but with the on-set of the pandemic it was not possible to continue the engagement. At the commencement of the pandemic it was assumed that face to face engagement could restart later in 2020, but with restrictions continuing well into 2021 it was agreed that remote meetings were the optimum means to conclude this stage of engagement. Council Officers attended on-line meetings with the West End Community Council (8 June 2021), Stobsweil Forum (23 September 2021) and Coldside Forum (31 August 2021). This was in addition to previous engagement and meetings reported to Committee in March 2020. There was also a requirement to reach out to residents who might not normally engage with community groups and hear their views on this topic. A dedicated webpage www.dundee.gov.uk/rps was launched and Council Officers hosted 2 interactive sessions in November 2021. In addition, public information about the schemes were

prepared and displayed at Blackness Library, Arthurstone Terrace Library, Wellgate Central Library and Coldside Community Centre to facilitate engagement with residents without digital access.

- 4.5 A new e-mail address was created to collect public feedback and received 50 responses to the initial consultation. 40 responses came from West End residents, 5 from Coldside residents and 5 from Maryfield residents. Approximately 30 people participated in the on-line engagement events held on 16 and 17 November 2021 and a video of the full session was uploaded to the internet which has been viewed over 200 times.

5 CONSULTATION FEEDBACK

- 5.1 Initial stakeholder consultation with community groups was undertaken to gain community views in shaping the design of a scheme which could be considered to be progressed to a wider public consultation. Council Officers explained the merits of a scheme and potential negative implications and asked that participants consider the best way to introduce a scheme and then offer feedback.
- 5.2 The responses received from West End Community Council, Stobswell Forum and Coldside Forum indicated that the community groups were not supportive of the introduction of an on-street residents parking scheme if progressed in isolation and without a wider package of complementary measures including traffic reduction, bus priority, park and ride and the reduction of city centre parking tariffs. There was concern that the Council did not have sufficient empirical data about current parking trends and had not undertaken research on current and future driver behaviour.
- 5.3 The Stobswell Forum noted that should a scheme be developed in the Maryfield Ward, the zone boundaries should be extended to cover a larger geographic area, extending northwards. Similarly, the West End Community Council response also concluded that should a scheme be progressed, it should extend further west.
- 5.4 Following the engagement events and in response to the library displays and webpages, individual e-mails were received from 50 respondents. Not all responses gave a clear indication of support or opposition. Where support was offered it was often qualified. 66% of those giving an unambiguous response were opposed to the introduction of a resident parking scheme. The number of responses received from residents was relatively low, and the comments received were generally aligned with the range of points raised by the Community Groups.
- 5.5 The potential permit fee cost, and annual increases following inception, were not identified as an issue by the community groups but were identified as a barrier by a small number of individual respondents to the consultation. It is noted that there are currently no external funding sources available to support the introduction of a resident parking scheme. Accordingly, discussions led by Council Officers indicated that any scheme would require to be self-funding with permit charges meeting the schemes implementation and revenue costs.
- 5.6 Many consultation responses were very detailed and recognised the complex interplay between national Government policies on car restraint and support for sustainable travel, changes to commuting arising from the pandemic and, in the West End, the growing number of houses of multiple occupation and reduction of University campus parking.

6 FUTURE TRANSPORT CONSIDERATIONS

- 6.1 The development of any solution needs to consider future transport policy including the Scottish Government's route map to decreasing car kilometres by 20% by 2030. The Council through its Climate Action Plan and other related policies is committed to actions that reduce car dependency. The Council needs to ensure its parking policy is not developed in such a way that enables increased car ownership and facilitates car usage.

- 6.2 Travel behaviour in the post pandemic period has not yet been established but most commentators agree that there is significant potential for reduced commuting as more employees work from home. This will reduce some of the pressure on residential streets and some respondents noted that the changes since March 2020 had reduced the need for a solution based around a residents parking scheme. Dundee City Council Officers will continue to monitor traffic and parking data to identify longer term trends emerging post pandemic.
- 6.3 Dundee's Low Emission Zone is targeted to take effect in May 2024 after a 2 year grace period and may impact on driver behaviour. The transport consultants commissioned by Dundee City Council to undertake traffic modelling have assessed that the introduction of the LEZ is unlikely to have a measurable impact on parking in the areas just outside the Low Emission Zone boundaries but this was still a concern raised by some respondents. The Council's multi storey carparks are designed to accommodate commuter and visitor parking on the periphery of the city centre. To maximise their efficiency new parking offers will be developed to incentivise their use over park and stride from outer lying resident areas.
- 6.4 As a constituent partner of the Tayside Bus Alliance which has recently secured funding from the Scottish Government's Bus Partnership Fund, Dundee City Council is set to commence a Bus Priority transport (STAG) assessment. This assessment is due to be completed by the end of 2023 and will identify whether a case exists to support bus priority measures on corridors heading to and from the city centre and passing through the zones identified for a residents parking scheme. These assessments will also appraise the business case for park and ride sites on the periphery of Dundee.

7 CONCLUSION

- 7.1 The initial consultation identified there was insufficient support present in any Ward to merit progressing an on-street residents parking scheme proposal to a public consultation. Given the level of concern and opposition expressed during this latest period of consultation, and reflecting on the significant opposition recorded in 2012 when the West End public was last consulted on a scheme, it is probable that a self-funding residents parking scheme, irrespective of its design, would not attract public support.
- 7.2 The costs associated with scheme implementation have been previously reported to Committee. Any scheme implemented would require to conform with traffic order legislation requirements to enable legal enforcement by the Council's team of Parking Attendants. Accordingly, design flexibility is limited.
- 7.3 In the coming years travel behaviour changes associated with post pandemic working arrangements and Scottish Government policy measures are expected to change both urban commuting travel, car ownership and public transport patronage levels.

8 POLICY IMPLICATIONS

- 8.1 This report has been subject to an assessment of any impacts on Equality and Diversity, Fairness and Poverty, Environment and Corporate Risk. There are no major issues.

9 CONSULTATIONS

- 9.1 The Council Management Team have been consulted in the preparation of this report.

10 BACKGROUND PAPERS

10.1 None.

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24 February 2022