

ITEM No ...5.....

REPORT TO: CITY DEVELOPMENT COMMITTEE – 25 OCTOBER 2021

REPORT ON: FOOTBALL PARKING (EVENTS RELATED TRAFFIC MANAGEMENT SCHEME) ORDER 2021

REPORT BY: EXECUTIVE DIRECTOR OF CITY DEVELOPMENT

REPORT NO: 274-2021

1 PURPOSE OF REPORT

1.1 This report details a proposal to introduce new vehicular regulations and waiting restrictions around Dens Park and Tannadice Park Football Grounds. The revised regulations and restrictions will better support residents of the area who may experience access disruption on event days from saturation of on-street parking availability.

2 RECOMMENDATION

2.1 It is recommended that the Committee:

- a approve the preparation of a Traffic Regulation Variation Order and associated statutory public consultation to affect the changes to the vehicular regulations and waiting/loading restrictions in a new Traffic Regulation Order; and
- b approve revoking the current Traffic Regulation Order which currently manages vehicular movement and waiting restrictions around both Dens Park and Tannadice Park Football Grounds.
- c delegates the Head of Sustainable Transport and Roads to review costs annually and introduce a nominal fee if required to cover the costs of operating the scheme.

3 FINANCIAL IMPLICATIONS

3.1 The year 1 capital cost of implementing a zoned scheme is estimated to be in the region of £25,000 which is proposed will be met from prudential borrowing. An annual annuity charge of £3,000 will be paid for 10 years which will be funded from the savings generated by the cessation of payments to the operational support contractor who currently assists with placing 'no waiting' cones on match days. Internal and external budget funding options will also be explored as a potential alternative to prudential borrowing.

3.2 In addition to the £3,000 annuity charge, an estimated revenue budget of £6,600 per annum will be required for on-going operational management of the scheme. A summary of the existing costs incurred, and those of the proposed replacement scheme, are detailed in Table 1 below.

Annual Expenditure Items	Existing Costs (£)	Proposed Costs (£)
External contractor associated with deploying no parking cones	9,600	
Infrastructure maintenance (signage & road markings)		2,000
Printing of date specific signage		2,000
Staff costs (parking attendants) for event day signage erection		1,600
Administration costs of managing resident exemptions		1,000
Prudential borrowing annuity charge		3,000
Total Costs	9,600	9,600

Table 1 – Cost Comparison Summary

- 3.3 The revenue costs of the scheme are of an equal estimated value to the current costs incurred in administering parking control management and accordingly the scheme can be introduced without incurring any additional revenue costs. It is therefore proposed to operate the scheme without charge to residents but this will be reviewed periodically and a modest charge may be introduced if costs increase.

4 BACKGROUND

- 4.1 Since 2007, a Traffic Regulation Order (TRO) has been in place to restrict the parking of vehicles in the streets around Tannadice Park and Dens Park. The order also allows for the closure of roads to most vehicles (eg Sandeman Street and Tannadice Street) on event days.

- 4.2 An informal consultation with local residents was organised by City Development with the support of the Coldside Communities Officer in 2018. The consultation sought views on the introduction of a new approach to parking enforcement that would allow residents living within a defined area surrounding the football grounds to be exempted from parking restrictions applied to other vehicles on event days. It is noted that this consultation demonstrated that there was general support for the proposal. Promoting a new TRO to formalise any new arrangements would require a further statutory consultation process including public and press notices in addition to notification of statutory consultees.

- 4.3 The current approach to enforcement requires 'no waiting' cones to be set out on streets around the football grounds in advance of each football match by an external contractor. Over the course of a football season there are between 40 and 48 home matches where parking control is required. The football clubs meet the cost of all other traffic management requirements (eg road closures) but the Dundee City Council Parking budget meets the cost of managing parking controls.

- 4.4 In advance of enforcement on event days, two Parking Attendants are required to support the external contractor during set up, to record cars in situ. The proposed scheme will not require the recording of vehicles in advance, however a member of the parking team will still require to attend in advance to erect event day signage.

- 4.5 It is proposed that permanent entry/exit signage is introduced, indicating those streets covered by the new waiting restrictions. These permanent signs will negate the use of 'no waiting' traffic cones. The new signage will be located at road junctions on the perimeter of the controlled zone and will be clearly visible to all road users entering the zone. The duration of the restrictions will be advertised on the relevant signage on event days.

- 4.6 The proposed scheme will require residents of the zone to register for an exemption if they own or lease a car. It is proposed that no fee is charged to residents when registering for an exemption. Blue Badge holders would not be required to register for an exemption. Failure to register for an exemption would mean that residents would be likely to receive PCNs if parked near their home on event days. Initially there will be no fee however a modest fee may be introduced at some point in the future.

- 4.7 The scheme boundary determined from the previous consultation is shown in pink on the map available via the weblink below. It is estimated that approximately 1,400 residential properties are within the controlled zone. The scheme drawings also show maps relating to road closures managed by the football clubs.

https://www.dundeecity.gov.uk/sites/default/files/publications/football_rpz_latest_draft_2.pdf

- 4.8 The TRO would prohibit both waiting (parking) and vehicle movement (road closures) on event days. A number of vehicle categories would be exempt from the waiting and driving restrictions including emergency services, utility companies, GPs, funeral cars, supporters' coaches and blue badge holders.

- 4.9 It is anticipated that exemptions for residents of the zone will be managed via the creation of an 'allow-list' which will be used by Parking Attendants to identify vehicles that are permitted to be within the area on event days. A physical permit is not proposed to be issued, or required to be displayed by residents who have registered for and been granted an exemption. Residents who own cars will be required to follow a simple application process in advance of the scheme's introduction to register their vehicles with the parking enforcement team. This will also be required thereafter should a resident change their vehicle. The application process will cater for leased vehicles and work vehicles. Provision will also be made for business within the zone whose employees may require vehicular access. Any resident moving away from the area will be expected to advise the Council and subsequently their vehicle will be removed from the list of vehicles permitted to be parked on event days.
- 4.10 The waiting restrictions being proposed allow access for Blue Badge holders and buses/coaches to access the football grounds safely on event days. Additional alterations to waiting restrictions are proposed for road safety purposes and allowing safe access/egress for spectators and other pedestrians. Additional road closures are proposed to effectively manage traffic and promote road safety during peak periods immediately after events have finished.

5 BENEFITS AND CONSIDERATIONS FOR LOCAL COMMUNITY

- 5.1 The proposed scheme will increase parking availability for residents on event days although it will restrict resident's visitor parking on these dates. Residents with exemptions will have greater flexibility to come and go, without restriction on event days.
- 5.2 It is not expected that spectator travel mode will be significantly altered though the change of enforcement approach and demand for parking may therefore be displaced to the streets on the periphery of the zone. Residents living immediately outwith the zone may seek to have their streets included to avoid this scenario. Expansion of the controlled zone would increase the recurring revenue costs associated with maintenance and administration of the scheme.
- 5.3 It is noted that following introduction of secondary legislation by the Scottish Government, the prohibition of footway parking encompassed within the Transport (Scotland) Act 2019 will reduce incidences of inconsiderate parking on future event days.

6 POLICY IMPLICATIONS

- 6.1 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.

7 CONSULTATIONS

- 7.1 The Council Management Team have been consulted in the preparation of this report and are in agreement with its content.

8 BACKGROUND PAPERS

- 8.1 None.

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