

REPORT TO: PLANNING & TRANSPORT COMMITTEE - 22 OCTOBER 2007

REPORT ON: PROPOSED EXTENSION OF RESIDENTS' PARKING SCHEMES

REPORT BY: DIRECTOR OF PLANNING & TRANSPORTATION

REPORT NO: 460-2007

1 PURPOSE OF REPORT

- 1.1 This report outlines the required work and associated cost implications of implementing new residents' parking schemes for a numbers of specified areas in Dundee which will potentially extend the existing schemes operated by Dundee City Council.

2 RECOMMENDATION

- 2.1 The Committee is asked to evaluate and approve plans to carry out public consultations to gauge support for the proposed extension of the current Residents' Parking Schemes in the City.

3 FINANCIAL IMPLICATIONS

- 3.1 The total cost of undertaking the consultations is estimated at £70,000 and this will be met from the Planning & Transportation Department's 2007/08 Revenue Budget.

4 POLICY IMPLICATIONS

- 4.1 This Report has been screened for any policy implications in respect of Sustainability, Strategy Environmental Assessment, Anti-Poverty and Equality Impact Assessment. There are no major issues.

5 BACKGROUND

- 5.1 The Council currently operates a Residents' Parking Scheme for three areas of the City, namely:
- a In the **City Centre**, residents' permit holders may park in any off-street car park and Pay & Display space during the restricted hours. A permit costs £60 annually and there is no limit on the number of permits issued to each household.
 - b In **Menziesshill**, a different scheme operates where kerbside space is designated for use by vehicles displaying valid residents' permit. The Controlled Parking Zone (CPZ) covers circa 800 residential properties and two-thirds of on-street parking spaces is allocated for the exclusive use of residents. The remaining parking spaces are for the use of visitors to the area (including traders, utilities, Council service providers and general deliveries) who park free of charge for a maximum duration of 2 hours between the hours of 8:00 am and 6:00 pm, Monday to Saturday. A Residents' Permit costs £5 annually.

- c In **Broughty Ferry**, the catchment areas of South of Queen Street, West of St Vincent Street and East of Church Street qualify for the issue of a Season Ticket which entitles eligible residents to park their vehicle within all Council operated car parking facilities in the District. The Season Ticket is priced at £45 annually.

- 5.2 In a number of areas adjacent to the existing schemes, there has been a growing number of complaints by residents who are finding it increasingly difficult to park outside their home. The Central Dundee Parking Strategy (279-2007) which was approved on 11 June 2007 identified a need to address the issue of extending the residents' parking schemes in the City as a whole.

6 AREAS FOR CONSIDERATION

- 6.1 The Planning and Transportation Department commissioned Colin Buchanan (traffic management consultants) to scope the required work to investigate possible extensions to the existing schemes. From this, five areas have been identified for the possible implementation of the new and extended Residents' Parking Schemes, which are:

Dundee West End

- 6.2 This area lies immediately west of the city centre controlled parking zone. It is a predominantly residential, largely composed of tenement and flatted townhouse accommodation. Perth 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. 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.
- 6.3 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.
- 6.4 The Consultants' Report confirmed that residents in the West End are experiencing parking difficulties on many of the streets in the area. The parking problems in this area of the City is attributable to a combination of a high demand for parking related to the high density of housing coupled with demand for parking by staff and students from the University of Dundee.
- 6.5 It is noteworthy that most of the area is within a conservation area and that makes the provision of additional public or private off-street parking almost impossible. Notwithstanding this constraint, it is proposed that consideration be given to the introduction of a Residents' Parking Scheme in the area illustrated on the map displayed in the Members' Lounge.

Dudhope

- 6.6 The Dudhope area is located to the north of the city centre and the City Centre Controlled Parking Zone, 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.
- 6.7 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 width of the carriageway.
- 6.8 Residents of some of the streets in the Dudhope area are experiencing parking difficulties. In the main, this is 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. The Consultants' Scoping Report confirmed that parking demand in the designated area is very high but the problem is largely confined to Constitution Road, Constitution Terrace, Union Terrace, Prospect Place and Laurel Bank. It is therefore proposed that consideration is given to the implementation of a Residents' Parking Scheme in the areas indicated on the map displayed in the Members' Lounge.

Hilltown

- 6.9 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.
- 6.10 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.
- 6.11 The Consultants' Report affirmed the concerns expressed by residents that there are significant parking difficulties being encountered especially in parts of the Hillside area. Consequently, it is proposed that consideration be given to introducing a Residents' Parking Scheme for the area shown on the map displayed in the Members' Lounge.

Princes Street

- 6.12 The Princes Street area lies to the east of the city centre and the City Centre 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.

- 6.13 The main roads in the area (Princes Street, Lower Princes Street, Blackcroft, 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.
- 6.14 The Consultants' Scoping Report confirmed that there is a significant problem with parking in the residential streets which is due to a combination of high demand created by high density housing and commuter demand. It is therefore proposed that consideration is given to introducing a Residents' Parking Scheme in the area as shown on the map displayed in the Members' Lounge.

Invergowrie Drive

- 6.15 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.
- 6.16 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 street as a place to park. Most of the area has no waiting 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.
- 6.17 The Consultants' Scoping Report confirmed that on-street parking demand is higher on Invergowrie Drive and some of the adjoining streets compared to other streets in the area. It is proposed that consideration is given to implementing a Residents' Parking Scheme in the area shown on the map displayed in the Members' Lounge.

7 TYPES OF RESIDENT PERMIT SCHEMES

- 7.1 The objective of a Residents' Parking Scheme is to strike a balance between residents' parking, business and visitor parking. However, the differing characteristics of each proposed area invariably determines the type of scheme to be implemented. Some of these factors may include high density of housing and narrow streets, the concentration of local businesses and other visitor factors such as schools and colleges. Given the limited kerb space available, consideration may be given to:
- a **Residents only parking** with very limited short stay parking where there is not enough kerb space to provide enough spaces for residents parking. The location of non-resident parking spaces is provided with a view to supporting local businesses and visitors.
 - b **Mixed use parking bays** (where there is a large concentration of businesses) allows unrestricted parking for resident permit holders in any bays. Non-permit

holders may similarly park in any bay but with a time restriction. The benefit of the mixed use bays is that on-street parking space is used more efficiently. This is because when resident parking will be at its minimum during the day, empty spaces will be available for short-term parking use. This equalizing concept allows for provision of sufficient residential parking without compromising the parking needs of local businesses.

- c **Mixed use parking using pay and display machines.** Businesses may be allowed to purchase an annual season business permit that is normally priced higher than the resident parking permit. The advantage of introducing pay and display charges for mixed use bays is economic as it reduces the overall operating costs of a controlled parking scheme, however, by their nature, mixed use bays require significant enforcement frequency.

8 KEY ISSUES

Implementation Timetable

- 8.1 The implementation timetable will be influenced by a number of factors including the availability of capital finance, availability of in-house staff resources, enforcement resources, coupled with any requirement for measures to address external impacts. Irrespective of the foregoing factors, it is envisaged that the implementation period will be lengthy given the consultation and statutory procedures involved. A conservative estimate of a 30-month implementation period is considered realistic.

Cost

- 8.2 The initial capital cost for developing all five schemes and delivering the appropriate Traffic Regulation Order is in the order of £302,620 but including a 15% contingency. Of this amount, £70,000 would be required immediately for the public consultation.
- 8.3 On the basis of total cost estimates for the proposed residents' parking scheme extension, the assessed annual cost per permit which would enable the service to be cost neutral is as follows:

Dundee West End	£68
Dudhope	£121
Hilltown	£86
Princes Street	£188
Invergowrie Drive	£86

- 8.4 The Committee should note that no actual proposals for the cost of any annual permits are currently being recommended and the above amounts are merely given for information purposes only. The variation in the cost of permit is due to various factors including the size of the Controlled Parking Zone (CPZ), number of residential properties, average car ownership per property and thus the number of permits to be issued. It also reflects capital cost recovery, maintenance, administration and enforcement.

Staffing Resources

- 8.5 The paucity of in-house staffing resource means that all the above work will have to be undertaken externally by Consultants through tendering.

Enforcement

- 8.6 Any Resident Parking Scheme is only as effective as the level of enforcement deployed. Currently, the Menzieshill Controlled Parking Zone, for example, is enforced for 40 percent of its operational hours. However, a 60 percent level of enforcement will be required for some of the proposed Residents' Parking Schemes given the higher density of housing and streets compared with the Menzieshill Scheme. Depending upon the extent of the proposed Controlled Parking Zones, it is estimated that four additional Parking Attendants will have to be employed to provide effective enforcement.

9 CONSULTATIONS

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

10 BACKGROUND PAPERS

- 10.1 None.

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