

DRAFT PARKING POLICY FRAMEWORK

1.0 EXECUTIVE SUMMARY

There are effectively 3 elements to parking policy proposed in Argyll and Bute:

- **Overarching Parking Policy Framework –**
- **Traffic Regulation Orders (TROs) –**
- **Decriminalised Parking Enforcement (DPE)**

This report introduces the overarching Parking Policy Framework, confirms proposals to consider adjustments to existing TROs on an area by area basis and proposes a time scale for these activities.

The inequality of parking provision and extent of charging in different areas of Argyll & Bute has been raised on many occasions by both members and the public. The review of parking will seek to bring equity in provision of parking and income generation to support the burden of maintenance.

It is recognised that a “one size fits all” approach is not practical in Argyll & Bute, due to the differing natures of the main towns.

RECOMMENDATIONS

Members endorse the draft policy be adopted by the Council.

Members are asked to endorse the proposal for reviewing Traffic Regulation Orders by Area Committees.

Officers to work with the relevant Policy Leads to improve information for coach and LGV drivers.

DRAFT PARKING POLICY FRAMEWORK

2.0 SUMMARY

- 2.1 This report proposes a draft Parking Policy Framework for Argyll & Bute which will provide a framework to ensure a consistent area based approach while recognising the uniqueness of some of our towns and settlements.
- 2.2 This report also sets out the proposals for reviewing the existing Traffic Regulation Orders and charging regimes following the introduction of Decriminalised Parking Enforcement in May this year.

3.0 RECOMMENDATIONS

- 3.1 Members endorse the draft policy be adopted by the Council.
- 3.2 Members are asked to endorse the proposal for reviewing Traffic Regulation Orders by Area Committees.
- 3.3 Officers to work with the relevant Policy Leads to improve information for coach and LGV drivers.

4.0 DETAILS

Background

- 4.1 In 2004 Area Committees were directed to introduce charges for off-street parking where it was considered viable. Some car parks that were identified as being viable did not have charges introduced for a variety of reasons. Current car parking policy, in practical effect, is defined by existing Traffic Regulation Orders in place in each area. The Council currently does not have an overarching parking policy in place.
- 4.2 There is disparity in the availability of free and charged for car parking across Argyll & Bute. There have been calls from both Members and members of the public to review parking policy to bring equity across all areas.

- 4.3 Off-street parking is predominantly on land owned and maintained by the Council and provided by the Council to reduce obstruction on the road due to indiscriminate parking. Adequate parking provision also encourages shoppers and other visitors to our towns.
- 4.4 The provision and maintenance of parking areas is a financial burden, it is therefore justifiable that charges are made to provide revenue for the maintenance of parking areas and the provision of new parking areas.
- 4.5 Charges in off-street parking areas also provide a means to control the use of off-street parking. This can be used to encourage parking turnover in town centres, control the types of vehicle permitted, influence the length of time vehicles may be left in the parking area and encourage a modal shift in transport choice where available.
- 4.6 On-street parking generally needs to be controlled to achieve a turnover of parking spaces that service shopping areas and to improve the free flow of traffic with little or no obstruction due to inconsiderate parking. Cost effective full control can best be achieved through on-street charging where appropriate. Controlling on street parking can be achieved through Traffic Regulation Orders such as single and double yellow lines.
- 4.7 This report introduces an Overarching Parking Policy Framework together with a process for the Area Committees to review area based Traffic Regulation Orders. There are effectively 3 elements to parking policy:
- **Overarching Parking Policy Framework** – Policy Framework to enable Area Committees to make adjustments and introduce Traffic Regulation Orders, adjust and introduce off street parking charges and adjust and introduce on street parking charges (currently only in place in parts of Oban). The overarching Parking Policy Framework is effectively formalising what is reflected in current custom and practice.
 - **Traffic Regulation Orders (TROs)** – Traffic Regulation Orders that allow parking restrictions to be enforced (double and single yellow lines etc.) and off-street charging orders that allows the Council to apply charges to off-street car parks under council control.
 - **Decriminalised Parking Enforcement (DPE)** this is the process which transfers on street parking enforcement powers from the Police to the Local Authority under DPE the Council issue Penalty Charge Notices (PCNs) when a vehicle has been parked where it is not allowed or has overstayed the permitted time. DPE was introduced across the Council area in May 2014.

Overarching Parking Policy Framework

- 4.8 The Parking Policy Framework is a framework for the provision and control of parking across Argyll & Bute. The framework sets out the broad principles for the provision of parking. The overarching Parking Policy Framework is effectively formalising what is reflected in current custom and practice.

- 4.9 It is recognised that a “one size fits all” approach is not practical in Argyll & Bute, due to the differing natures of the main towns. However, there is a need for fairness and equity for all residents and visitors of Argyll & Bute. The inequality of parking provision and extent of charging in different areas of Argyll & Bute has been raised on many occasions by both members and the public. The Policy Framework at Appendix 1 of this report formalises the current custom and practice around parking and provides a framework to provide a consistent approach to parking whilst recognising that a one size approach will not always be appropriate given the differing nature of the Council Area.

Review of Traffic Regulation Orders in each of the Area Committee Areas

- 4.10 In an effort to find the best solution for parking provision in each of the main towns it is proposed that area based proposals are developed through the Area Committees which consider the level of provision, extent of charging and free spaces, distribution of available parking and any specific local conditions. Local decisions will be directed within the Parking Policy Framework. These local solutions will be delivered through the implementation of TROs. In order to develop local solutions it will be necessary to review the existing arrangement and to adjust those arrangements, where necessary, to meet the sustainable needs of the area.
- 4.11 The introduction of DPE in May this year has seen the reintroduction of parking enforcement, in many areas for the first time in 4 years. Once DPE has had time to ‘settle in’ area based workshops will be held in each of the 4 Area Committee areas with a view to agreeing any local changes to TROs. These initial workshops are proposed for the autumn/winter of 2014 and will be based on the experiences gained from the introduction of DPE and will seek to remove any anomalies that exist or matters that can be improved to compliment parking management that is being regulated through DPE. Existing Traffic Regulation Orders and the introduction of new Traffic Regulation Orders will be considered and progressed by Area Committees as has historically been the case. Area Committees wishing to make changes to existing charging arrangements or to introduce new charging arrangements shall make a recommendation to the ED&I Committee.
- 4.12 It is good practice to review TROs on an annual basis to allow changes to be made to regulations based on any changes to traffic movement/driver behaviours brought about by development, national policy, changes to fuel price etc. The Overarching Parking Policy Framework will ensure that a consistent approach is achieved following its introduction.

Proposed Process

It is proposed that the process set out in the table below is adopted for approval of the parking policy framework document and review of Traffic Regulation Orders.

Key Date	Meeting/Event	Proposed Outcome of Meeting
14 August 2014	ED&I Committee	Endorsement of Overarching Parking Policy Framework
21 August 2014	P&R Committee	Approval of

		Overarching Parking Policy Framework
November - December 2014 (commencing November to allow DPE to settle in and allow enforcement to have bedded in).	Area Committee TRO Workshops	Area Committees to consider anomalies and proposed changes to TROs/charges in line with the overarching parking policy.
January/February 2014	Stakeholder Consultation	Stakeholder consultation relating to any proposed changes to TROs and charges.
April 2015	Area Committees	Formalise proposed changes to TROs and charges and confirm implementation timeline.

5.0 CONCLUSION

- 5.1 This report sets out a draft Parking Policy Framework and a time scale for engaging with Members through a Member seminar, the Area Committees and consultation with stakeholders prior to a policy being taken to Council for adoption.
- 5.2 The draft Policy Framework has been drafted to improve road safety and traffic management, encourage modal shift away to non-car oriented means, control use of available town centre parking to provide short term frequent turnover parking for shoppers and visitors and to ultimately reduce the amount of space given over to town centre parking.
- 5.3 The draft policy seeks to provide a framework to allow local areas to influence parking provision to achieve the best economic benefit for that area.

6.0 IMPLICATIONS

- 6.1 Policy Supports the objectives of the Single Outcome Agreement as follows;
- We have infrastructure that supports sustainable growth.** Appropriate parking provision helps to sustain the viability of our town centres.
- People live active, healthier and independent lives.**

By encouraging modal shift in transport, we can improve the environment by reducing emissions and encouraging a healthier lifestyle.

People live in safer and stronger communities.

Reducing traffic congestion and controlling parking makes our streets safer and more pedestrian friendly.

6.2	Financial	Sound management of parking provides a revenue income that helps to support other related services and provides for parking maintenance and improvement. Parking Policy has a direct link to parking income. Parking Policy needs to be set to ensure that the parking operation is financially viable.
6.3	Legal	None
6.4	HR	None
6.5	Equalities	There is a need to ensure that all car parking facilities accommodate disabled drivers and passengers. Also that there are adequate provisions for on street and off street disabled parking. Disabled parking is free in Argyll & Bute.
6.6	Risk	None
6.7	Customer Services	None

Executive Director of Development and Infrastructure

Policy Lead Councillor Ellen Morton

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APPENDICES

Appendix 1 - Parking Policy Framework