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**Report to Council**

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**Date of Meeting: 24 October 2019**

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**Subject:            Parking Strategy**

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**Report by:        Strategic Director (Place)**

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**1.0 Purpose**

- 1.1. The Council agreed at its meeting of 8 March 2018 as part of its General Services Revenue and Capital Budget 2018/19 to :
- a) pursue Decriminalised Parking Enforcement Powers with necessary consultation subject to evidence of financial sustainability
  - b) develop a business case for town centre traffic management with estimated income across a range of potential options.
- 1.2. This report provides an update on the feasibility of creating a Special Parking Area (SPA) across the Council's administrative area, this being an area in which on-street parking offences are decriminalised. The Feasibility Study Report is appended to this report and was presented to the Elected Members' Workshop on 1<sup>st</sup> May 2019.
- 1.3. It identifies the opportunity to fund an SPA by implementing a management strategy for public car parks and town centre streets.
- 1.4. It also identifies the opportunity to relocate long stay car parking away from the core town centre area.
- 1.5. The report also presents an opportunity to readdress an existing legacy legal agreement for Greenside Street Car Park that currently limits the Council's ability to implement a town centre parking strategy.

**2.0 Recommendations**

- 2.1. It is recommended that the Council :
- (a) agrees to make application to The Scottish Government to create a SPA on completion of the necessary preparatory work
  - (b) agrees to prepare a parking management strategy that includes the option to fund the enforcement of the SPA through parking charges

- (c) agrees to carry out a feasibility study on the relocation of long stay car parking in Alloa, and
- (d) agrees to vary the title conditions for Greenside Car Park, Alloa enter into a lease agreement all as set out in section 3.3 of this report.

### **3.0 Considerations**

#### **3.1. *Creation of a Special Parking Area (SPA)***

- 3.1.1. An SPA is an area in which on-street parking offences are decriminalised. In an SPA, the responsibility for the enforcement of most parking restrictions passes from Police Scotland to the local Roads Authority as Decriminalised Parking Enforcement (DPE). The feasibility study carried out on behalf of Clackmannanshire Council by RTA Associates investigated whether DPE is a viable power to be acquired and the implications of doing so should the Council decide to proceed.
- 3.1.2. With the withdrawal of the traffic warden service by Police Scotland the enforcement of parked vehicles has reduced to almost nothing. The adoption of DPE would place the Council in a position to enforce both on and off-street parking in a co-ordinated manner which would provide a single policy for the control of public parking in the whole of Clackmannanshire. This will be particularly important once the Transport (Scotland) Bill, currently at Stage 3, is enacted as this will place the duty for enforcing pavement parking and double parking on the local Roads Authority.
- 3.1.3. To acquire DPE powers, the Council will have to formally apply to The Scottish Government for a Designation Order which decriminalises parking enforcement across the SPA area (i.e. all the towns and villages in Clackmannanshire). The preparatory process, prior to making application, is estimated to take around 9 months with a similar timescale, once the application has been made, to introduce DPE. Once DPE has been introduced Police Scotland will no longer be able to enforce most parking offences and the Council must be ready to undertake the responsibilities.
- 3.1.4. The feasibility report concludes that adopting DPE and the creation of a Special Parking Area is operationally desirable but would need substantial financial input. Even accounting for the revenue that could be achieved from the issuing of Penalty Charge Notices (PCN) there is no business case that shows that the scheme can show a surplus, the scheme requiring an investment in the region of £167,000 set up costs and ongoing subsidies of £50,000 per year. These figures are solely to cover the DPE operations and do not include costs of setting up and running a charging strategy (these costs are discussed in section 3.2).
- 3.1.5. The Feasibility Study Report is included in Background Papers.

#### **3.2. *A Management Strategy for Town Centre Parking***

- 3.2.1. A management strategy for town centre parking would provide sufficient spaces and facilities for the various stakeholders' requirements. Town centre businesses rely on people being able to access available parking spaces close to the town centre. Designating short stay parking places will provide a

turnover of parking spaces throughout the business day at the most convenient locations. Disabled drivers require adapted spaces at convenient locations. A proportion of the short stay parking in Alloa could remain free to use during the week and all parking could be free at weekends. The remainder of the parking could be subject to charging. Long stay parking can ideally be relocated away from the core town centre areas but still within a short walk of most destinations. Managed parking in other settlements could remain free to use.

Section 55 of the Road Traffic Regulation Act 1984 ring fences the income from parking charges to be used for parking, public transport and road management. Income from parking charges could be used to offset the costs of the DPE scheme with any surplus funding future transportation initiatives.

- 3.2.2. RTA Associates Ltd carried out a tariff review to provide an estimate of income from car parking charges both on and off-street. This was based on (i) typical income from other local authority areas, (ii) tariffs set to be commensurate with neighbouring towns and cities, (iii) a range of short stay free, short stay charged, medium stay charged and long stay charged parking places, and (iv) no charging at weekends.
- 3.2.3. Up to 100 spaces would be retained as short stay and free to use in Alloa Town Centre under the terms detailed in section 3.3. This will ensure a ready supply of free spaces aimed at encouraging shopping visits to the town centre businesses. Free parking at weekends is aimed at encouraging weekend shopping in the town centre.
- 3.2.4. The additional set-up costs for charging are likely to be; on-street £35,000 and for charging in car parks £17,000. The additional running costs are likely to be; on-street £73,000 and in car parks £50,000.
- 3.2.5. After accounting for the running costs, year two annual net income would be; on-street £126,000 and off-street £100,000. This could be used to offset the running costs of DPE.
- 3.2.6. The above costs are based on a model that assumes the buy-in of back office systems and on the ground enforcement from other local authority or external providers. Other models will be considered during the design and consultation phase of the project.
- 3.2.7. Surplus revenue could be used to help fund the capital outlay of the project and to provide funding for further parking at other locations around the town centre.

### 3.3. ***Proposed Lease of Greenfield Street Car Park***

- 3.3.1. The parking management strategy proposal provides the opportunity to deal with a legacy legal issue relating to Greenside Street Car Park which will at the same time help to implement the strategy;
- 3.3.2. The Council owns the Greenside Street Car Park (Appendix 1) but there is a title condition which restricts the operation of the car park such that (i) the car park must be maintained for use principally by shoppers whose average duration of stay is less than 3 hours, (ii) the Council is not entitled to impose

charges for parking without the consent of the proprietors of the supermarket site, (iii) the site should be retained as a car park for the duration on the Deed of Conditions (The period of the deed of Conditions being 99 years from 29<sup>th</sup> March 1996), and (iv) the car park shall be used only for the parking of private motor vehicles.

3.3.3. The owner of the 'supermarket site' has been in discussions with the Council regarding a tenant in the retail unit who is looking to lease part of Greenside Street car park. The current heritable proprietors of the site are currently in discussions with Clackmannanshire Council regarding the replacement of the Deed of Conditions with a significantly shorter period lease agreement.

3.3.4. The basis of the proposed lease agreement is :

- (i) The proprietor of the supermarket site would lease the car park for a period of 20 years or thereby,
- (ii) The extent of the car park would be reduced in area to only include the portion of Greenside Street Car Park that lies to the east of the vehicular entrance,
- (iii) The car park would remain free to use by any member of the public to park private motor cars,
- (iv) The proprietor would be permitted to manage a 2 hour maximum stay restriction in the car park, using a third party car park management company,
- (v) The proprietor will be responsible for the maintenance of the car park,
- (vi) All terms and conditions to be agreed, and
- (vii) In exchange for the lease, the owner of the retail unit would agree to vary the title condition to allow for charging amongst others.

#### **4.0 Sustainability Implications**

4.1. Decriminalised Parking Enforcement (DPE) supports Scottish Government policies and the Council's Local Transport Strategy for restraint of traffic growth in urban areas and encouraging active and healthy travel. It also complements other Government measures such as, encouraging the use of public transport, restraint of commuter based parking and provides a valuable tool in improving the economic well-being of town centres. It is a traffic management tool and not a revenue earner.

4.2. By integrating DPE with a structured charging policy for town centre on and off-street parking, the scheme can financially be self-sustaining.

4.3. The Parking Strategy will assist in the Council's duty to respond to the Climate Change (Scotland) Act 2009.

4.4. The creation of an SPA will allow the Council to enforce additional powers that will arise on the enactment of the Transport (Scotland) Bill.

## 5.0 Resource Implications

### 5.1. *Financial Details*

5.2. The full financial implications of the recommendations are set out in the report. This includes a reference to full life cycle costs where appropriate. Yes

5.3. Finance have been consulted and have agreed the financial implications as set out in the report. Yes

### 5.4. *Staffing*

5.5. Implementation of the SPA and the parking strategy will require 0.5 FTE for up to 18 months. Future management of the scheme will require 0.5 FTE for the model assumed in this report. Should the enforcement be delivered in-house this would increase to 1.0 FTE.

## 6.0 Exempt Reports

6.1. Is this report exempt? Yes  (please detail the reasons for exemption below) No

## 7.0 Declarations

The recommendations contained within this report support or implement our Corporate Priorities and Council Policies.

(1) **Our Priorities** (Please double click on the check box )

Clackmannanshire will be attractive to businesses & people and ensure fair opportunities for all   
Our families; children and young people will have the best possible start in life   
Women and girls will be confident and aspirational, and achieve their full potential   
Our communities will be resilient and empowered so that they can thrive and flourish

(2) **Council Policies** (Please detail)

## 8.0 Equalities Impact

8.1 Have you undertaken the required equalities impact assessment to ensure that no groups are adversely affected by the recommendations?  
Yes  No

## 9.0 Legality

- 9.1 It has been confirmed that in adopting the recommendations contained in this report, the Council is acting within its legal powers. Yes

## 10.0 Appendices

- 10.1 Please list any appendices attached to this report. If there are no appendices, please state "none".

Appendix 1 – Greenside Street Car Park, Alloa

## 11.0 Background Papers

- 11.1 Have you used other documents to compile your report? (All documents must be kept available by the author for public inspection for four years from the date of meeting at which the report is considered)

Yes (please list the documents below)

Clackmannanshire Council Decriminalised Parking Enforcement: Feasibility Study Report. Prepared by RTA Associates Ltd.

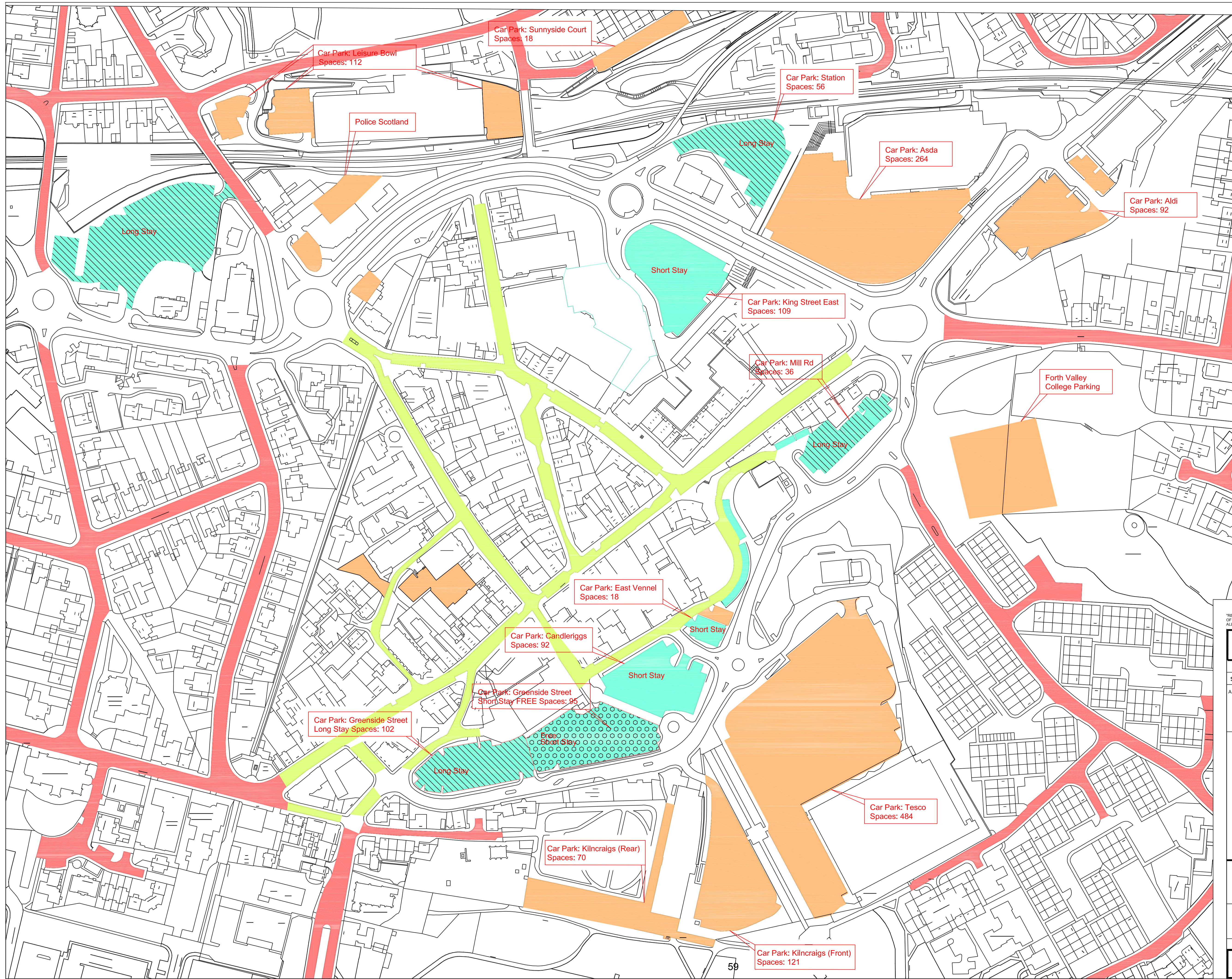
Deed of Conditions by Clackmannanshire Council. Subjects: Greenside Street Car Park, Alloa.

### Author(s)

NAME	DESIGNATION	TEL NO / EXTENSION
Alan Murray	Team Leader (Traffic & Transportation)	Extension : 2565

### Approved by

NAME	DESIGNATION	SIGNATURE
Pete Leonard	Strategic Director (Place)	



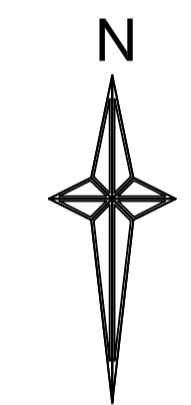
- Legend**
- Car Park (Private)
  - Car Park (Public) - Short Stay
  - Car Park (Public) - Long Stay
  - On Street Short Stay
  - Extended Residents Zone (400m Radius From Town Centre)

**Notes / Tariff**

**On-Street Tariff**  
 1.3. Tariff - £0.50 / 20mins  
 £1.00 / 2 hrs

**Car Park Tariff**  
 2.4.3. Tariff - £1.00 / 3 hrs - £1.50 / 4 hrs (Short Stay)  
 £1.00 / 4 hrs - £2.00 / per day (Long Stay)

Short stay only car parks include:  
 Kings Street East, Candleriggs, Greenside Street and East Vennel.  
 Long stay car parks include:  
 Marshall, Mill Road, King Street West and Station.  
 This option would push all day parking to the less accessible car parks keeping the more accessible areas for use by shoppers, visitors and disabled users.



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REVISIONS.			
SUFF	DATE	BY	CONTENTS
A	30.5.19	GF	Revisions to King Street and Greenside Street Car Parks

**Clackmannanshire Council**  
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 Alloa FK10 1EB  
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 email: roads@clacks.gov.uk

**PROJECT**  
 Alloa Town Centre  
 Parking Strategy

**DRAWING**  
 Options Appraisal - Option 2.4 / 1.3

scale	1:1250 @ A1	drawn	G.F.	checked	A.M.	date	21/05/2015
DRG NO.	CP / 2015 / 2.4 / 1.3						
Rev.	A						

