
AMENDMENTS TO PEEBLES TRAFFIC REGULATION ORDER

Report by Director of Environment and Infrastructure

TWEEDDALE AREA FORUM**6 March 2013**

1 PURPOSE AND SUMMARY

- 1.1 **This report outlines various options available to amend the existing Pay Parking Controls in Peebles and proposes a way forward to review the controls.**
- 1.2 In light of recently published town centre footfall surveys, Tweeddale Ward Members seek a review of the parking controls in Peebles car parks and in particular those currently controlled by the Pay and Display Parking Scheme.
- 1.3 As a consequence, the Director of Environment and Infrastructure has been asked to prepare this report outlining the available options and to recommend a way forward.

2 RECOMMENDATIONS**2.1 I recommend that the Tweeddale Area Forum:-**

- (a) **notes the various options available to control off-street parking,**
- (b) **agrees to continued investigation by undertaking a parking survey; and**
- (c) **agrees to form a sub-group of the Tweeddale Area Forum and, in light of the findings of a parking survey, discuss the various options and recommend a preferred option at a later meeting of the Tweeddale Area Forum.**

3 BACKGROUND

- 3.1 Scottish Borders Council carries out an annual footfall survey in town centres and, according to the latest figures, produced in late 2012, there was a slight overall increase of around one percent in the region. This compares with successive decline over the past two years of 7.9 and 7.6 per cent across the region. A growth was noted this year in all town centres except Hawick and Peebles.
- 3.2 As a result of the release of these footfall figures, Tweeddale Ward Members asked the Traffic Team Leader to meet with them to discuss possible measures to encourage turnover of parking in the town.
- 3.3 Local Members feel that the Pay and Display car parks are beginning to be used up to capacity at times and this is borne out by survey data collected by Parking Attendants each time they visit a car park.
- 3.4 Currently, Peebles has three car parks subject to Pay and Display controls; Edinburgh Road (199 spaces), Greenside (55 spaces) and Swimming Pool (35 spaces)
- 3.5 Guidelines given in the Council's Parking Strategy recommend that consideration should be given to some method of control (or variance to any existing controls) when car parks show regular occupancy levels over 85% of capacity. From survey results gathered between April 2012 and January 2013, usage of 85% or more occurs on every weekday at times but never on a Saturday when Pay and Display controls are in effect. A summary of the survey results can be seen in Appendix A.
- 3.6 A Pay and Display Parking Scheme was introduced into Peebles in March 2002 and the initial charge (payable by drivers on entry) was originally effective on six days from Monday to Saturday.
- 3.7 In April 2004, as part of a review of Pay and Display controls in the Borders, Tweeddale Area Committee agreed to remove the initial charges on Monday to Friday but retain penalty charges as appropriate. i.e. there are no penalty charges for failure to display a valid voucher or for expiry of a voucher but penalty charges are still issued for failure to park correctly or for failure to display a valid Blue Badge when parking in a marked Blue Badge holder's bay
- 3.8 In February 2010, Tweeddale Area Committee agreed to introduce a Traffic Regulation Order to control buses in some car parks in the town. The car parks subject to these controls which limit buses to a maximum of 3 hours stay on Mondays to Fridays between 08:30 and 17:30 are Edinburgh Road, Neidpath Road, Kingsmeadows and Biggiesknowe.
- 3.9 The 2010 bus-control Traffic Regulation Order does not include any financial penalty for overstaying vehicles and gives the Council limited powers of control.

4 PARKING STRATEGY

- 4.1 The proposals meet Objective 9 (Economy) in Scottish Borders Council's Parking Strategy - *Support economic activity and vitality by ensuring that there is an adequate supply of parking space for all users.*
- 4.2 Identification and addressing of parking issues have followed the framework in Scottish Borders Council's Parking Strategy – *Issues identified by complaints, problems categorised, likely strategy measures identified through to implementation of relevant strategy measures.*

4.3 The relevant Parking Strategy Measures applying are:-

- *SM1 – the Council should monitor parking availability on a regular basis and note areas where demand exceeds 85% of supply*
- *SM10 – Where areas with existing parking charges are over capacity parking charges should be reviewed*
- *SM12 – When parking demand reaches the guideline 85% threshold, existing parking restrictions should be reviewed and charges set to manage demand.*

5 PROPOSALS

- 5.1 At the moment, the Peebles Pay and Display Scheme uses five ticket machines to control vehicle length-of-stay and although other methods of control are available, it would not be cost-effective to consider any change to this method of control. The main reason for this is the low cost and simplicity of reintroducing initial charges for any period during the working week.
- 5.2 As a consequence, the following proposals are for options that assume the basic premise that Pay and Display machines should be the preferred method of control and that parking charges are reintroduced during periods of the working week.
- 5.3 The Options lay out various charges and charging periods followed by discussion of the merits of the introduction of charges in other car parks not currently in the Peebles Pay Parking Scheme. The proposed charges shown are indicative and for discussion.

5.4 **OPTION 1 – Introduce Existing Charging Structure over six days, Monday to Saturday in Existing Pay and Display Car Parks**

Edinburgh Road, Greenside and Swimming Pool car parks

Existing Charges 08:30-17:30

Proposed Charges 08:30-17:30

SATURDAY ONLY (These charges were set in 2011 as part of a region wide review)

MONDAY to SATURDAY

up to hour	£ 0.40	up to hour	£ 0.40
up to 2 hours	£ 0.60	up to 2 hours	£ 0.60
up to 3 hours	£ 0.90	up to 3 hours	£ 0.90
up to 4 hours	£ 1.20	up to 4 hours	£ 1.20
up to 5 hours	£ 1.60	up to 5 hours	£ 1.60
up to 6 hours	£ 1.80	up to 6 hours	£ 1.80
up to 7 hours	£ 2.20	up to 7 hours	£ 2.20
up to 8 hours	£ 2.40	up to 8 hours	£ 2.40
over 8 hours	£ 2.80	over 8 hours	£ 2.80

- 5.5 Option 1 simply introduces the same charges on all six days and is a low-cost measure as there are no software changes and a simple sign change to bring this into effect.

5.6 **OPTION 2 – Introduce Existing Charging Structure over six days, Monday to Saturday in Existing Pay and Display Car Parks but AMEND the DAILY CHARGING PERIOD**

Edinburgh Road, Greenside and Swimming Pool car parks

Existing Charges 08:30-17:30

SATURDAY ONLY

up to hour	£ 0.40
up to 2 hours	£ 0.60
up to 3 hours	£ 0.90
up to 4 hours	£ 1.20
up to 5 hours	£ 1.60
up to 6 hours	£ 1.80
up to 7 hours	£ 2.20
up to 8 hours	£ 2.40
over 8 hours	£ 2.80

Proposed Charges 09:30-16:30

MONDAY to SATURDAY

up to hour	£ 0.40
up to 2 hours	£ 0.60
up to 3 hours	£ 0.90
up to 4 hours	£ 1.20
up to 5 hours	£ 1.60
up to 6 hours	£ 1.80
Over 7 hours	£ 2.20

- 5.7 Option 2 introduces charges on all six days but the start and finish times have been amended to reduce the charging day by an hour respectively. This is a relatively low-cost measure requiring software changes and a simple sign change to bring this into effect.

5.8 **OPTION 3 – Introduce a VARIED CHARGING STRUCTURE over six days, Monday to Saturday in Existing Pay and Display Car Parks**

Edinburgh Road, Greenside and Swimming Pool car parks

Existing Charges 08:30-17:30

SATURDAY ONLY

up to hour	£ 0.40
up to 2 hours	£ 0.60
up to 3 hours	£ 0.90
up to 4 hours	£ 1.20
up to 5 hours	£ 1.60
up to 6 hours	£ 1.80
up to 7 hours	£ 2.20
up to 8 hours	£ 2.40
over 8 hours	£ 2.80

Proposed Charges 08:30-17:30

MONDAY to SATURDAY

up to 2 hours	£ 0.50
up to 4 hours	£ 1.00
over 4 hours	£ 3.00

- 5.9 Option 3 introduces charges on all six days but the charging structure has been amended to a simplified charging structure. This is a relatively low-cost measure requiring software changes and a simple sign change to bring this into effect.

5.10 **OPTION 4 – Introduce a VARIED CHARGING STRUCTURE over six days, Monday to Saturday in Existing Pay and Display Car Parks and AMEND the DAILY CHARGING PERIOD**

Edinburgh Road, Greenside and Swimming Pool car parks

Existing Charges 08:30-17:30

SATURDAY ONLY

up to hour	£ 0.40
up to 2 hours	£ 0.60
up to 3 hours	£ 0.90
up to 4 hours	£ 1.20
up to 5 hours	£ 1.60
up to 6 hours	£ 1.80
up to 7 hours	£ 2.20
up to 8 hours	£ 2.40
over 8 hours	£ 2.80

Proposed Charges 09:30-16:30

MONDAY to SATURDAY

up to 2 hours	£ 0.50
up to 4 hours	£ 1.00
over 4 hours	£ 3.00

- 5.11 Option 4 introduces charges on all six days but the charging structure has been amended to a simplified charging structure. As in Option 2, the start and finish times have been amended to reduce the charging day by an hour respectively. This is a relatively low-cost measure requiring software changes and a simple sign change to bring this into effect.
- 5.12 All the above options are for the introduction of initial charges in the existing Pay and Display car parks. These car parks are well established as Pay and Display, and during Saturdays when initial charges are in effect, long-term free parking can be obtained in other car parks, such as Kingsmeadows.
- 5.13 Although additional revenue could be achieved by adding to the existing Pay and Display car parks, this would displace demand and result in additional pressure on other parking areas in the town and it is considered appropriate to limit the current proposals to existing Pay and Display car parks. This is consistent with the rationale of the guideline 85% occupancy level in the Parking Strategy.

6 DISCUSSION

- 6.1 All of the Options introduce initial charges for the working week with Option 1 the most straightforward. To re-introduce this charging structure throughout the working week will inevitably result in added pressure on on-street parking in the town.
- 6.2 Options 2 and 4 reduce the charging period by 1 hour at the start and end of the day and affords some "free" parking at these times when the usage of the car park is lower.
- 6.3 Options 3 and 4 introduce a simplified charging structure and with consideration and adjustment of the cost of long-term and short term parking, could be used to modify parking behaviour. This could effectively be used to create some car parks as short-term and others as long-term. i.e. a car park could be considered as either long-term or short-term dependent on the charging structure.
- 6.4 Without current up-to-date detailed information on car park usage, it is difficult at this stage to be able to recommend a preferred option. The data used to prepare the figures in Appendix A come from a Parking Attendant recording an occupancy level as a "spot check". Current length of stay of vehicles is unknown and this information can only be gathered from a more extensive survey of the car parks.
- 6.5 It would be preferable at this stage to undertake a detailed parking survey in the town and from information gathered, discuss the various options and their effects with the local community. This could be done by the formation of a sub-group of Tweeddale Area Forum Members reporting back to the Area Forum at a subsequent meeting.

7 IMPLICATIONS

7.1 Financial Implications

All costs to carry out parking surveys, introduce or amend any Traffic Regulation Order, change of charging structure and administration of the scheme will be met from the existing Environmental and Infrastructure's Network Aids to Movement Budget in 2013/14.

7.2 **Risk and Mitigations**

There are no significant risks arising from the proposals contained in this report. In the longer term, there is the risk that amending the existing pay and display parking could have an adverse effect on the town.

7.3 **Equalities**

It is anticipated that there are no adverse impacts due to race, disability, gender, age, sexual orientation or religion/belief arising from the proposals contained in this report.

7.4 **Acting Sustainably**

There are no significant impacts on the economy, community or environment arising from the proposals contained in this report.

7.5 **Carbon Management**

There are no significant effects on carbon emissions arising from the proposals contained in this report.

7.6 **Changes to Scheme of Administration or Scheme of Delegation**

There are no changes to be made to either the Scheme of Administration or the Scheme of Delegation as a result of the proposals contained in this report.

8 **CONSULTATION**

- 8.1 The Chief Financial Officer, Head of Legal and Democratic Services, the Head of Audit and Risk and the Clerk to the Council have been consulted and any comments received have been incorporated into the report.

Approved by

Director of Environment and Infrastructure

Signature

Author(s)

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Background Papers: None

Previous Minute Reference: N/A

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Appendix A – Car Park Spot Check Surveys

Day	Date	Occupied Spaces Figures in red indicate >85%occupancy (Time in brackets)		
		Edinburgh Road Capacity 199 > 165 Occupied	Greenside Capacity 55 > 46 Occupied	Swimming Pool Capacity 35 > 29 Occupied
Monday	14/01/2013	126 (16:09)	43 (15:48)	27 (15:40)
Saturday	12/01/2013	74 (09:50)	30 (10:31)	21 (10:53)
Tuesday	08/01/2013	182 (16:31)	47 (16:22)	27 (16:22)
Tuesday	08/01/2013	181 (10:15)	54 (10:05)	21 (10:10)
Friday	04/01/2013	194 (15:38)	47 (15:27)	23 (15:25)
Monday	31/12/2012	103 (09:52)	38 (09:40)	16 (09:95)
Monday	24/12/2012	128 (9.42)	47 (9.35)	16 (9.35)
Saturday	15/12/2012	142 (10.48)	35 (10.32)	26 (10.32)
Monday	05/11/2012	187 (12.25)	55 (12.07)	31 (12.05)
Wednesday	31/10/2012	192 (12.24)	53 (12.00)	22 (11.59)
Tuesday	30/10/2012	169 (12.52)	55 (12.41)	27 (12.43)
Thursday	18/10/2012	200 (12.40)	54 (12.10)	28 (12.05)
Saturday	29/09/2012	133 (11.30)	36 (10.47)	23 (10.45)
Friday	28/09/2012	171 (12.15)	55 (12.00)	31 (11.55)
Friday	31/08/2012	181 (12.20)	55 (12.07)	24 (12.00)
Monday	27/08/2012	169 (12.45)	54 (12.31)	24 (12.34)
Wednesday	22/08/2012	192 (12.30)	54 (12.12)	33 (12.10)
Monday	13/08/2012	161 (12.46)	53 (12.30)	23 (12.20)
Wednesday	08/08/2012	187 (12.25)	55 (12.07)	35 (12.05)
Friday	06/07/2012	171 (12.25)	50 (12.00)	31 (11.55)
Thursday	28/06/2012	200 (12.45)	46 (12.25)	34 (12.27)
Wednesday	09/05/2012	168 (14.46)	49 (14.35)	26 (14.38)
Thursday	26/04/2012	190 (9.50)	55 (10.33)	22 (10.41)