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PEEBLES PARKING WORKING GROUP WEDNESDAY, 2 FEBRUARY 2022

A MEETING of the PEEBLES PARKING WORKING GROUP will be held VIA MICROSOFT TEAMS on WEDNESDAY, 2 FEBRUARY 2022 at 2.00 pm

J. J. WILKINSON,
Clerk to the Council,

26 January 2022

BUSINESS	
1.	Apologies
2.	Welcome
3.	Note of Meeting (Pages 3 - 4) Consider Note of Meeting held on 22 November 2022. (Copy attached.)
4.	Discussion on Survey/Consultation Process (Pages 5 - 6) Discussion paper attached.
	Background information (Pages 7 - 14) Copies attached of previous survey data and other relevant background information.
5.	Dates of Future Meeting Consider possible dates for meetings in August and September with a view to finalising report for Council meeting in October.

Membership of Committee:- Councillors R. Tatler (Chairman), S. Haslam, E. Small, Ms C. Hook, Mr. P. Maudsley, Mr. G. Ramsay and Mr S. Watson

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SCOTTISH BORDERS COUNCIL
PEEBLES PARKING WORKING GROUP

NOTE of MEETING of the PEEBLES
PARKING WORKING GROUP held via
Microsoft Teams on Wednesday, 122
November 2021 at 2.00 p.m.

Present:- Councillor R. Tatler (Chairman), Councillor E. Small, Mr P. Maudsley, Mr G. Ramsay
Apologies:- Councillor Haslam, Mr S Watson
In Attendance:- Team Leader (Policy/Road User Management), Assistant Engineer (Road Safety & Traffic Management), Parking Supervisor, Localities Transport Officer, Democratic Services Team Leader.

1. WELCOME

The Chairman welcomed Mr Ramsay to his first meeting.

2. NOTE OF MEETING

There had been circulated copies of the Note of the Meeting held on 15 September 2021 and this was approved.

3. UPDATE AND NEXT STEPS

- 3.1 In response to a request at the last meeting, Ms Gilhooly gave an update on electric charging for vehicles. Transport Scotland had funded EV chargers to date. This funding had now all been spent. There were 31 chargers across 14 towns and villages but there were no plans to provide more at present until further advice had been received from Transport Scotland. Users did not have to pay at present but a report was being prepared for Council to introduce charging. It was noted that the installation of rapid chargers was more expensive than destination chargers. The Chairman considered that all car parks in Peebles should have a rapid charger and that this should form part of the Group's final report. Ms Gilhooly advised that provision was dependant on the capacity of the national grid and the cost of providing additional sub-stations was high. The UK and Scottish Government needed to work together on this. The Chairman highlighted the need for bus chargers if the Eastgate car park was to become a transport interchange.
- 3.2 With regard to the information needed for the survey it was agreed that the information from previous surveys be re-circulated before the next meeting. The types of questions to be asked were discussed and it was agreed that both quantitative and qualitative types would be required. In response to a suggestion that school pupils could be used to carry out surveys, Ms Gilhooly advised that it was the analysis that was important which was why using a firm like Buchanans would give more useful data. However, school pupils could be used to alert parents to the survey. The survey would be promoted via a press release and would also be available online. With regard to charging a narrative could also be added explaining that the money was spent in the community. In response to a suggestion that the money could be used to fund the public toilets, Mr Haldane agreed to check if there were any restrictions on what the money could be used for. It was suggested that a separate survey be prepared for traders and it would be helpful to have a trader representative on the Group.
- 3.3 It was agreed that there would be a citizen space questionnaire, a hand delivered questionnaire for Traders and in person car park surveys. Ms Gilhooly advised she would speak to Buchanans about carrying out the in person surveys. She further suggested that May was a good month to conduct these surveys.

3.4 Councillor Tatler proposed to speak to Tesco regarding their car park as it was never full. It was noted that some spaces had recently been given over to a "Click and Collect" service so this might have reduced availability.

4. **DATE OF NEXT MEETING**

It was agreed that the next meeting be held in Early February.

The meeting concluded at 2.45 p.m.

DISCUSSION PAPER ON PROPOSALS FOR 2022 CONSULTATION PROCESS.

Park and Ride

Provision of adequate all-day parking for commuters. Suggested spaces made available for this in each of the following car parks, with a nominal fee (c£100 a year) to secure these levied **ONLY** in East Station Car Park. Spaces to be available Monday to Friday only. Suggested spaces per Car Park:

- East Station Car Park - 25
- Kingsmeadows Car Park - 10
- Neidpath (Haylodge) Car Park - 15

Discussion with Tesco on possible provision of 10 additional (free) Park and Ride spaces. Parking in designated spaces without a permit to be penalised (except at weekends). Permits available on application - ballot for spaces to be considered.

East Station Car Park

Development of this Car Park as the “gateway” to Peebles town. Location for bus Terminal for 62 and x90 and other commercial bus services including touring buses. Bus stop for town bus service. Former Railway Shed building to be developed as a Heritage and Visitor Centre, providing tourist information.

Pay Parking

Retain current pay parking regime for Greenside and Swimming Pool Car Parks. Consider the following alternatives for payment at East Station Car Park:

Monday to Friday - 8am to 5.30pm (free at weekends)

Monday to Sunday - 8am to 5.30pm

Level of charges to be reviewed.

Electric Charging Points

Provision of a number of Electric Charging Points within all off street Car Parks in Peebles. In all cases there would be a charge levied for the use of these spaces and significant penalties for parking in one of these spaces when not using the charging facility.

Town Bus Service

Review the Town Bus Service route to ensure connectivity with all off street Car Parks and, in particular, the link to East Station Car Park. Consideration to be given to providing free travel via the Town Service to and from Car Parks.

Bicycles

Provide safe, secure, sheltered spaces for bicycles to be stored in all Car Parks. Spaces available for users on application.

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TOWN – PEEBLES 2013

Survey Day:	Saturday		Tuesday
Survey Date:	18 May 2013		21 May 2013
<u>Length of Stay:</u> There was a wide variance in the length of period vehicles were parked from the minimum half hour observation period through to occasional 5 to 7 hour, and even on a rare occasion the full 9 hour parking period. The majority of parkers however were in the shorter category periods with 65% on the Tuesday and 82% on the Saturday staying for an hour or less. Some 9% of vehicles on a Tuesday and 5% on a Saturday were observed as staying for 3 or more hours and of these the number staying all day was 4 on the Tuesday (0900 – 1600) and 8 on the Saturday (0900 – 1700).			
<u>Occupancy Levels:</u> Overall occupancy was regularly at a high level. At times, particularly on the Saturday, capacity levels were approaching, and even at 100%. That does not necessarily mean there was no available spaces at that time as areas such as double yellow lines are allocated zero capacity but often had vehicles on them counting towards the overall number of vehicles parked.			
<u>Turnover Levels:</u> On a Tuesday turn-over was mixed with typically 2 to 4 cars observed per space over the survey period. The south side of Eastgate was the only area to show a better turn-over than this. Saturday figures were much better with both Eastgate and High Street showing turn-over in the mid to higher ranges and up to 10 vehicles per space per day at some locations.			
<u>Stress Levels:</u>			
	Day 1		Day 2
Overall Capacity Range	80% - 100%		42% - 92%
<u>Busier Streets:</u> <u>Saturday</u> High Street was regularly in the high 90% and over the lunch period when it was at or marginally over capacity as a result of illegal parking on double yellow lines. Eastgate was also busy throughout the day ranging from 81 % to 96%, but typically being in the low 80% <u>Tuesday</u> After the 0900 to 0930 period when it was at 35% High Street was between 60% and the high 90s reaching capacity at one point in the afternoon.			
<u>Quieter Streets:</u> <u>Tuesday</u> Eastgate was between 56 % and 78% capacity on the Tuesday.			

Arrivals v Departures:

Vehicles in place at 09:00	Day 1		Day 2
	86		55
Vehicles in place at 17:00	Day 1		Day 2
	102		87
Total vehicle Turn over	820		453

Over the half hour periods in between the arrivals and departures tended to balance each other each day. On the Tuesday the movements over each half hour were quite varied ranging from 5 to 60 arrivals and 6 to 59 departures; with distinct peaks in movements tending to occur over the lunch-time period, early and late afternoon. On the Saturday this was much more evenly balanced over the day with ranges of 33 – 58 and 32 – 62 respectively.

Observations on Restricted Parking:

Parking and waiting was observed at dyl but this was at a fairly low level, with one area of exception. On the Tuesday the periods of waiting observed ranged from 0.5 hrs to 2.5 hours with 1 hr to 1.5 hours being typical. On a Saturday those observed parked or waiting on a dyl were all gone within the half hour period.

Restriction	Street	Day 1	Day 2
DYL	Eastgate		
	High Street	6/0/4/2/2	4/2/0/0/14
SYL	Eastgate		
	High Street		

Other Observations:

Disabled bays appeared to be well used and have a good turn-over, but disappointingly there was as many parking in disabled bays that were not entitled to as those who were. On the Tuesday there were observances of illegal parking on zig zags.

TOWN - PEEBLES

Survey Day:	Thursday	Friday	Saturday								
Survey Date:	18 August 2016	19 August 2016	20 August 2016								
<p><u>Length of Stay:</u> There was a wide variance in the length of period vehicles were parked from the minimum half hour observation period through to occasional 5 to 7 hour, and even full 8 hour period parking. The majority of parkers however were in the shorter category periods with over 60% each day staying for the minimum half hour period and a further 15 to 20% staying for one hour. Between 5 and 7% of vehicles were observed as staying for 3 or more hours and of these the number staying all day was 5 or less each day.</p>											
<p><u>Occupancy Levels:</u> Overall occupancy was at a high level with there never being more than 25% spaces unoccupied throughout the period of the survey. At times, particularly on the Saturday capacity levels were approaching, and even over 100%. That does not necessarily mean there was no available spaces at that time as areas such as taxi ranks, buses and double yellow lines are allocated zero capacity but often had vehicles in them counting towards the overall number of vehicles parked.</p>											
<p><u>Turnover Levels:</u> Turn-over was generally good with the vast majority of spaces displaying the mid to high range levels of vehicles per space.</p>											
<p><u>Stress Levels:</u></p> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr> <th style="width: 40%;"></th> <th style="width: 15%; text-align: center;">Day 1</th> <th style="width: 15%; text-align: center;">Day 2</th> <th style="width: 15%; text-align: center;">Day 3</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Overall Capacity Range</td> <td style="text-align: center;">76% - 91%</td> <td style="text-align: center;">79% - 111%</td> <td style="text-align: center;">79% - 96%</td> </tr> </tbody> </table>					Day 1	Day 2	Day 3	Overall Capacity Range	76% - 91%	79% - 111%	79% - 96%
	Day 1	Day 2	Day 3								
Overall Capacity Range	76% - 91%	79% - 111%	79% - 96%								
<p><u>Busier Streets:</u> Eastgate was regularly over capacity as a result of illegal parking on double yellow lines and in bus stops. The situation was exacerbated by taxi parking as it was not assigned as parking capacity due to it being unavailable to private vehicles. High Street was busy throughout the day ranging from 70 % to 100%, but typically being in the low 80%.</p>											
<p><u>Quieter Streets:</u> N/A</p>											

Arrivals v Departures:

Vehicles in place at 09:00	Day 1	Day 2	Day 3
	66	67	62
Vehicles in place at 17:00	Day 1	Day 2	Day 3
	66	81	62
Total vehicle Turn over	511	568	550

Over the half hour periods in between the arrivals and departures tended to balance each other out and were fairly consistent ranging from 21 to 43 and 18 to 41 respectively; with slight peaks in movements tending to occur at lunch-time and mid-afternoon.

Observations on Restricted Parking:

Parking and waiting was observed at dyl but this was at a fairly low level and typically only for short periods at a time.

Restriction	Street	Day 1	Day 2	Day 3
DYL	Eastgate	3,1,1,0,0,0	7,7,2,0,0,0	2,3,4,0,0,1
	High Street	0,5,1,3,3,1,3	0,4,2,3,2,2,7	1,4,3,3,2,0,4
SYL	Eastgate			
	High Street			

Other Observations:

Disabled bays appear to be well used and have a good turn-over.

There was evidence of abuse of bus stops by other vehicles but this tended to be for short periods only.

Taxi bays appear to be well observed by other users and relatively well utilised by the trade particularly later in the afternoon.

Motion to Council 31 October 2013

Briefing Note

1. This note sets out the current arrangements for spending income generated from off street parking charges made in a number of car parks across the Borders.
2. The current arrangements were agreed by Executive on 28 April 2009.
3. The current arrangements are that:
 - a. Draft proposals for how net income will be invested will be developed by officers in consultation with the elected members in whose ward the car park lies (in whole or in part);
 - b. Investment proposals will be allocated to road and environmental improvements;
 - c. Investment of net income from each car park would be targeted within the town, village or settlement boundary in which it lay; and
 - d. Investment proposals and any subsequent amendments would be subject to formal approval by the relevant Area Committee (now known as Area Forum).
4. It is open to members to revise the criteria in the light of changing priorities and local need. It would though seem appropriate to have a single set of criteria established across the Borders that can be used by Area Forum in making their decisions.

R Dickson
Director Environment & Infrastructure
23 October 2013

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MOTION BY COUNCILLOR PARKER

19. Councillor Parker, seconded by Councillor Cook, moved approval of his motion as detailed on the agenda and with minor amendment as follows:-

“Scottish Borders Council agrees to extend the criteria governing the use of the funding raised from pay parking, in the towns where pay parking exists, to include initiatives that would promote and support local enterprise and town centres. This proposal does not apply to St. Abbs where there is a specific legal agreement in place.”

A background briefing note by the Director of Environment and Infrastructure outlining the current arrangements had been circulated. Councillor Parker spoke in support of his motion which was unanimously approved.

DECISION

AGREED to approve the Motion as detailed above.

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