



**REPORT TO: ECONOMIC DEVELOPMENT & INFRASTRUCTURE SERVICES
COMMITTEE ON WEDNESDAY 4 DECEMBER 2018**

SUBJECT: PARKING STRATEGY

**BY: CORPORATE DIRECTOR (ECONOMIC DEVELOPMENT,
PLANNING & INFRASTRUCTURE)**

1. REASON FOR REPORT

- 1.1 To inform the Committee of options in relation to implementation of Elgin Parking Strategy.
- 1.2 This report is submitted to Committee in terms of Section III (F) (17) of the Council's Scheme of Administration relating to traffic management.

2. RECOMMENDATION

- 2.1 **Committee is asked to approve the improvements to disabled parking in Elgin proposed in para 4.6**

3. BACKGROUND

- 3.1 A strategic approach to parking in Elgin was approved by this Committee on 31 October 2017 (para 7 of the minute refers). This included the revision of charges across Elgin, and the introduction of new pay and display car park locations. Following the conclusion of the statutory process the changes came into effect on 23 May 2018.
- 3.2 In the report to Committee on 31 October it was reported that the consultation highlighted dissatisfaction amongst blue-badge holders about the location of and the design of some of the parking spaces.
- 3.3 A short further consultation exercise has recently been undertaken to explore the concerns of blue-badge holders.

4. PROVISION OF DISABLED PERSONS' PARKING IN ELGIN

- 4.1 Across Elgin town centre there are approximately 75 spaces for blue badge holders in car parks and 25 spaces on street.
- 4.2 The views of disabled people and representative groups were sought in the creation of the parking strategy, and more recently in relation to a specific focus on the provision of parking for disabled people.

4.3 There are strong sentiments around the provision of blue badge parking facilities, particularly that:

- Blue badge spaces are too small and unsuitable for rear access with a hoist
- Some of the spaces are difficult to use as they are on a gradient
- Concerns about access to spaces in multi storey car parks if the lift is out of order or in winter conditions
- Perceived conflict of provision between taxi rank space and blue badge spaces.

4.4 In September a further short consultation took place with user group representatives to seek further feedback on the provision of disabled parking in the town centre. 12 responses were received and the feedback is summarised as follows:

- Blue badge holders park in disabled bays across the town centre to suit their needs.
- Some of the parking bays are difficult to use for various technical reasons, similar to those reported in the original parking strategy and referred to in 4.2 above.
- The majority of blue badge holders rated the location they prefer to park in as “ok”, or “convenient” for their needs when accessing the town centre.
- The majority also rated the other locations they use as “ok”, or “convenient” for their needs.
- The most common comment across the survey results was the lack of enforcement of disabled parking bays. The majority of responders who added comment made reference to non-blue badge holders using the disabled bays.

4.5 Resiting of taxi ranking has been reviewed and there are no suitable locations to provide facilities for taxis to rank ready for customers to hail them. It should also be acknowledged that this is a form of transport used by disabled people with no private car access, so should equally be sited in a centrally accessible location particularly for disabled people as well as other customers.

4.6 The following are proposed improvements that are proposed to improve disabled parking:

- Improve siting and layout of blue badge parking bays in St Giles Centre and Batchen Lane car parks to provide wider spaces where possible, and provide dedicated spaces on the ground floor of St Giles Centre car park
- Increase the number of blue badge spaces in the Moray Street car park and South Street car park.
- Provide additional on-road disabled parking bays on Thunderton Place / Batchen Lane and on North Guildry Street.
- Promote all blue badge parking facilities (on street and car park) including distances to facilities to encourage uptake of all available spaces e.g. proximity of spaces in St Giles Centre to the Plainstones.

4.7 Budget provision for the changes exists in the blue badge space / dropped kerbs revenue budget and from the car parks maintenance budget – subject to these revenue budgets for 2019/20 being as currently proposed. This will

limit expenditure from these budget lines for other items, but provides a funding source at no additional cost to the council. These changes would be implemented starting in 2019/20. The on-road bays will require a traffic regulation order, which will be brought forward through existing processes.

5. SUMMARY OF IMPLICATIONS

(a) Corporate Plan and 10 Year Plan (Local Outcomes Improvement Plan (LOIP))

The proposals in this report contribute to a growing and diverse economy through the provision of appropriate parking infrastructure for businesses, shoppers, workers, leisure users and residents. The proposals also deliver the Corporate Plan priority of Sustainable Economic Development by promoting and developing infrastructure.

(b) Policy and Legal

Any new disabled bays will require a permanent traffic regulation order which is a legal process

(c) Financial implications

The proposals will require funding from the current blue badge space / dropped kerbs revenue budget and from the car parks maintenance budget.

(d) Risk Implications

No risks.

(e) Staffing Implications

The proposals can be accommodated within existing staff resources.

(f) Property

The disabled parking bay locations are either on existing roads or within council run car parks.

(g) Equalities/Socio Economic Impact

The proposals make improvements to the parking provision in Elgin for people with disabilities taking account of the various needs within the community and the feedback from the consultation.

(h) Consultations

The following officers have been consulted and their comments incorporated into the report: Principal Accountant, Legal Services Manager (Property & Contracts), Equalities Officer, Committee Services Officer (L Rowan)

6. CONCLUSION

6.1 This report provides opportunities for the Council to improve the provision of parking for disabled persons within Elgin town centre.

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Background Papers: