

# Report

Report to:	<b>Community and Enterprise Resources Committee</b>
Date of Meeting:	<b>22 January 2019</b>
Report by:	<b>Executive Director (Community and Enterprise Resources)</b>

Subject:	<b>Parking Demand Management Review (PDMR)</b>
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## 1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ set out the background to Parking Demand Management in South Lanarkshire and to propose a first stage review in Hamilton Town Centre and surrounding area as set out in the terms of reference in Appendix 3 to the report.

## 2. Recommendation(s)

2.1. The Committee is asked to approve the following recommendation(s):-

- (1) that the first stage of the Parking Demand Management review, utilising the Terms of Reference detailed at Appendix 3 of the report, be agreed, in principle, subject to approval of the funding by the Finance and Corporate Resources Committee at its meeting on 20 February 2019.

## 3. Background

- 3.1 Prior to going into the detail of this proposed Parking Demand Management Review it is worth highlighting a couple of points. First, as approved at Community and Enterprise Resources Committee on 21 August 2018 Members may recall that a review of Residents' Parking Permit Zones (RPPZs) is presently underway and that initial consultation has commenced with regards to new RPPZs at Hairmyres in East Kilbride and in the area surrounding Cambuslang Station. This is in addition to the extension of the RPPZ in the Montrose Crescent area of Hamilton and in The Murray area of East Kilbride. The RPPZ review is scheduled to conclude by early summer 2019. Second, the proposal set out in this report to extend the review of car parking generally, is related to and will be informed by the ongoing review RPPZ. In effect there would be two review processes being undertaken in parallel and it is important that these are considered together. This is explicitly recognised in the proposed terms of reference for the review (appendix 3), which is discussed further in the report.
- 3.2. Effective Management of parking on the road network allows streets to be kept clear of inappropriately parked vehicles to ensure that traffic can flow more freely, buses can use the bays provided, deliveries can be made on time and available parking spaces have an appropriate level of turnover.
- 3.3. Car parking within town centres is balanced between the supply of parking facilities both on and off street and by managing demand for parking to ensure that accessibility is maintained for all road users facilitating economic growth and employment opportunities.

- 3.4. There are many, often conflicting, issues that the Council must seek to balance in managing car parking, such as:
- Increasing car ownership in some high density residential areas built at a time when there was not the need to accommodate the numbers of cars today;
  - The need for parking for shoppers;
  - The need for loading space for businesses who do not have off-street loading areas;
  - The safe and comfortable movement of cars, buses, pedestrians and cyclists, which can be impeded by parked vehicles, particularly if inconsiderately or dangerously parked;
  - The link between the amount of parking available, parking charges and retail vitality;
- 3.5. South Lanarkshire Council has made progress in managing the challenges of parking across the area. Since the introduction of the Council's Parking Charter (CPC) in 1998 there have been significant improvements to the number and quality of car parking spaces available within South Lanarkshire including at rail stations.
- 3.6. The CPC sought to promote a turnover of parking spaces within key town centres (i.e. Hamilton and East Kilbride) by promoting the attractiveness of short stay trips through either limiting waiting time or through a pricing structure. The management of car parking in this way is an important mechanism in limiting the number of drivers seeking to park all day
- 3.7. Through this and the provision of improved facilities for sustainable travel, the Council's actions have sought to encourage commuters, in particular, to use public transport or to walk or cycle. It is also important in enhancing retail vitality, since it keeps spaces that are close to shopping centres available for shoppers who wish to stay for a shorter period than commuters.
- 3.8. Appendix 1 and 2 sets out the current charging regime across the current town centres, both on and off street.
- 3.9. The Council's use of parking controls as a demand management tool was taken a stage further in February 2005 with the introduction of Decriminalise Parking Enforcement (DPE). The aim of DPE is to keep streets clear of illegally parked vehicles to ensure that traffic can flow more freely, buses can use the bays provided, deliveries can be made on time and free of charge short stay parking spaces are not inappropriately used.
- 3.10. DPE has been delivered by increasing the number of hours (compared to the previous Police approach) spent on enforcement through a dedicated team of 14 Parking Attendants (PAs) whose sole purpose is enforcement of on and off street waiting, loading and parking restrictions. The benefit of this increased enforcement is seen through an increase in compliance levels within all towns and villages. The revenue raised through DPE goes toward providing the service.
- 3.11. All Traffic Regulation Orders have been standardised and Residents' Parking Permit Zones (RPPZs) have been introduced in Hamilton, East Kilbride and on a smaller scale in Rutherglen. In addition to these measures, the charging system has been revised and charges introduced to ensure a turnover of short stay spaces.

#### **4. Review**

- 4.1. Over the last number of years, proposals have been developed to deliver parking demand management differently or more efficiently. This included:
- Reducing the size of controlled parking zones;
  - Parking charges introduced at several park and ride facilities (i.e. Hamilton West, Hairmyres, Rutherglen);
  - Increased charges at on and off street locations;
  - Changing several car parks from 'pay on foot' operation to 'pay and display';
  - Additional / revised waiting and loading restrictions.
- 4.2. It is some 3 years since there was any amendments to parking demand management (e.g. parking charge changes) and given that in many areas, in particular around our town centres, it remains a focus of attention, it is considered appropriate to initiate a phased review at this time.
- 4.3. Parking demand management measures can be complex and in some areas a sensitive and challenging issue. To meet competing and diverse demands, the Council has differing approaches of demand management in place across our towns, villages and several rail station car parks. This ranges from the major towns of East Kilbride and Hamilton where well developed demand management measures are in place, including waiting and loading restrictions and preferential pricing. For our other towns of Lanark, Cambuslang, Rutherglen, Strathaven, Blantyre, Larkhall, Biggar and Carluke, parking demand management is delivered in the form of waiting and loading restrictions. Smaller towns and villages also have waiting and loading restrictions in place, but on a much smaller scale. Each of these approaches is designed to reflect the particular characteristics of the town and the associated parking issues.
- 4.4. As noted in paragraph 4.2, it is accepted that the time is now right to undertake a review of parking, however, at the same time the scale car parking resources across the Council area is significant and has a wide geographic spread. As such, it is considered that, in undertaking a review, this should be on phased basis for three main reasons: (1) resources/officer time to undertake a single review of all the parking areas would be significant, (2) lessons learned from each phase will inform subsequent phases and (3) as noted in section 7, there is a review of residents parking zones which involves the same officers undertaking this wider review. Also, from experience, parking in our smaller settlements, such as Abington, Douglas, Law does not raise significant issues that would merit being part of a formal review but rather as issues arise are dealt with on a case by case basis. In terms of phasing, and bearing in mind that current focus is on town centres, a proposed initial phasing programme would comprise:
- Phase 1, Hamilton Town Centre and surrounding areas
  - Phase 2, East Kilbride Town Centre and surrounding areas
  - Phase 3, Lanark, Cambuslang, Rutherglen, Strathaven, Blantyre, Larkhall, Biggar and Carluke
- 4.5. The reason for proposing Hamilton Town Centre as phase 1 of the review, reflects the approved Town Centre Plan in which a review of parking management was identified as a priority. In turn the review will consider:-
- Principle of car park charges as a demand management tool;
  - Appropriate level of charging;
  - Extent of on-street, off-street public parking and RPPZs;

- Preferential parking initiatives;
- Comparison of neighbouring/similar town centres across Scotland;
- Consistency across public/private sector;
- Impact of parking charges on the economic vitality of a town;
- Innovation/technology opportunities;
- Consultation/view from businesses, traders and residents.

4.6. The Terms of Reference for this first stage review are set out in Appendix 3 with provisional timescales identified. As noted above, lessons learned and emerging conclusions from this review will influence the scope and development of future parking review phases, and this will be reflected in future reports to Committee. The overall phased review of parking could take up to five years to conclude, given the scale and issues discussed above.

## **5. Employee Implications**

5.1 There are no employee implications associated with undertaking Phase 1 of this review.

## **6. Financial Implications**

6.1 The estimated costs for the first phase of works is estimated at £30,000. In addition, there may be potential capital and/or additional administrative costs associated with introducing revised parking demand management measures or initiatives, however, this will be considered and evaluated as part of the review and reported back to Committee. Funding exists within the common good fund for Hamilton which could be considered to fund this initial exercise. As the approval of Common Good fund expenditure lies with the Finance and Corporate Committee, the works would be subject to approval of funding by the Finance and Corporate Resources Committee.

## **7. Other Implications**

7.1. There are no significant risks associated with this report, nor any environmental implications. There are no implications for sustainability in terms of the information contained within this report.

7.2. It is highlighted that there are number of interrelated work streams underway and need to be considered with regards to resourcing and timescales.

7.3. Officers are currently progressing with the statutory process for the introduction of the expanded zone at Montrose Crescent, Hamilton and the Murray, East Kilbride and the initial consultation for Hairmyres and Cambuslang will conclude at the end of January 2019. This exercise is already generating significant interest from the public, commuters and local businesses.

7.4. Officers are also progressing the wider RPPZ review with a special meeting of the Road Safety Forum held on 15 January 2019 to explore the issues. As agreed at the Community and Enterprise Resource Committee of 21 August 2018, the RPPZ review is scheduled to conclude by early summer 2019.

7.5. With the above resourcing demands and to facilitate reporting timescales, it is proposed to commission an external consultant to conduct this Parking Demand Management Review. It is anticipated that a consultant will be in place to commence the review towards the end of February 2019, with an indicative 8 month reporting timescale proposed.

## **8. Equality Impact Assessment and Consultation Arrangements**

8.1. This report does not introduce a new policy, function or strategy or recommend a

change to an existing policy, function or strategy and therefore, no impact assessment is required

- 8.2. There is no requirement to undertake any consultation at this time in terms of the information contained in this report, but as the review progresses consultation will be undertaken at an appropriate time with businesses, traders and residents.

**Michael McGlynn**  
**Executive Director (Community and Enterprise Resources)**

23 December 2018

**Link(s) to Council Values/Ambitions/Objectives**

- ◆ Improve the quality of life of everyone in South Lanarkshire
- ◆ Improve the road network, influence improvements in public transport and encourage active travel
- ◆ Work with communities and partners to promote high quality, thriving and sustainable communities

**Previous References**

- ◆ Community and Enterprise Resources Committee 21 August 2018

**List of Background Papers**

- ◆ Community and Enterprise Resources Committee 21 August 2018 Item 12 “Review of Residents’ Parking Permit Zones (RPPZs)”
- ◆ Community and Enterprise Resources Committee 30 October 2018 Hamilton Town Centre Strategy and Action Plan.

**Contact for Further Information**

If you would like inspect any of the background papers or want any further information, please contact: -

Colin Park, Roads and Transportation Services  
Ext: 3653 (Tel: 01698 453653)  
E-mail: [colin.park@southlanarkshire.gov.uk](mailto:colin.park@southlanarkshire.gov.uk)

**OFF STREET CHARGES****Rates**

Up to 1 hour	£0.80
Up to 2 hours	£1.20
Up to 3 hours	£1.60
Up to 4 hours	£2.20
Up to 5 hours	£2.80
Up to 6 hours	£3.40
Up to 7 hours	£4.60
Up to 24 hours	£5.80

**Locations rates apply to:**

Auchingramont Road car park, Hamilton  
 Brandon Street car park, Hamilton  
 Church Street car park, Hamilton  
 Civic Centre car park, East Kilbride  
 Duke Street car park, Hamilton  
 Keith Street car park, Hamilton  
 Low Patrick Street car park, Hamilton  
 Lower Auchingramont Road car park, Hamilton

Charges apply 7.30 am – 7.30pm Monday - Sunday

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**Rates**

Up to 30 mins	£0.50
Up to 1 hour	£0.80
Up to 2 hours	£1.20
Up to 3 hours	£1.60
Up to 4 hours	£2.20
Up to 5 hours	£2.80
Up to 6 hours	£3.40
Up to 7 hours	£4.60
Up to 24 hours	£5.80

**Locations rates apply to:**

Ballerup Hall car park, East Kilbride

Charges apply 7.30 am – 7.30pm Monday - Sunday

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**Rates**

Up to 10 hours in any day	£1.00
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**Locations rates apply to:**

Hairmyres Station car park, East Kilbride  
 Wellhall Road car park, Hamilton  
 Regent Drive car park, Rutherglen

Charges apply 8am – 6pm Monday – Saturday

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**Rates**

Up to 24 hours in any day	£1.00
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**Locations rates apply to:**

Palace Grounds Public car park, Hamilton

Charges apply 7.30 am – 7.30pm Monday – Sunday

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**Rates**

Up to 1 hour	£0.20
Up to 2 hours	£0.50
Up to 3 hours	£0.80
Up to 4 hours	£2.20
Up to 5 hours	£2.80
Up to 6 hours	£3.40
Up to 7 hours	£4.60
Up to 24 hours	£5.80

**Locations rates apply to:**

Glebe Street car park, East Kilbride  
 Kitch Street car park, East Kilbride  
 Main Street car park, East Kilbride  
 Montgomery Place car park, East Kilbride  
 Old Mill Road car park, East Kilbride  
 Village Theatre car park, East Kilbride

Charges apply 8am – 6pm Monday to Friday, and 8am – 1pm Saturday

**Rates**

Up to 1 hour	£0.20
Up to 2 hours	£0.50
Up to 3 hours	£0.80

**Locations rates apply to:**

Kittoch Place car park, East Kilbride

Charges apply 8am – 6pm Monday to Friday, and 8am – 1pm Saturday

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**ON STREET CHARGES****Rates**

Up to 15 mins	£0.30
Up to 30 mins	£0.50
Up to 45 mins	£0.70
Up to 60 mins	£0.90

**Locations rates apply to:**

Avon Street, Hamilton  
 Back O Barns, Hamilton  
 Back Row, Hamilton  
 Burnside Lane, Hamilton  
 Campbell Lane, Hamilton  
 Campbell Street, Hamilton  
 Church Street, Hamilton  
 Fore Row, Hamilton  
 Grammar School Square, Hamilton  
 High Patrick Street, Hamilton  
 John Street, Hamilton  
 Kemp Street, Hamilton  
 Lamb Street, Hamilton  
 Miller Street, Hamilton  
 Millerfield Place, Hamilton  
 Orchard Place, Hamilton  
 Orchard Street, Hamilton  
 Park Road, Hamilton  
 Portwell, Hamilton  
 Postgate, Hamilton  
 Quarry Street, Hamilton  
 South Park Road, Hamilton  
 Strathmore Road, Hamilton  
 Woodside Walk, Hamilton

Charges apply 8am – 6pm Monday to Saturday, and 1pm – 6pm Sunday

**Rates**

Up to 15 mins	£0.30
Up to 30 mins	£0.50
Up to 45 mins	£0.70
Up to 60 mins	£0.90
Up to 2 hours	£1.50
Up to 3 hours	£2.10

**Locations rates apply to:**

Auchingramont Road, Hamilton  
 Cadzow Street, Hamilton  
 Graham Street, Hamilton  
 Hope Street, Hamilton  
 Kemp Street, Hamilton  
 Muir Street, Hamilton

Charges apply 8am – 6pm Monday to Saturday, and 1pm – 6pm Sunday

**Rates**

Up to 30 mins	free
Up to 60 mins	£0.50

**Locations rates apply to:**

Glebe Crescent, East Kilbride  
 Glebe Street, East Kilbride  
 Kirkton Park, East Kilbride  
 Kitch Street, East Kilbride  
 Main Street, East Kilbride  
 Maxwell Drive, East Kilbride  
 Stuart Street, East Kilbride

Charges apply Charges apply 8am – 6pm Monday to Saturday, and 1pm – 6pm Sunday



## **Terms of Reference**

### **Parking Demand Management Review (PDMR)**

#### **1. Objective**

The objective of the review is to examine current parking demand management arrangements within Hamilton Town Centre area and surrounding areas.

#### **2. Scope of Review**

The review will assess and consider the following:

- ◆ Principle of car park charges as a demand management tool;
- ◆ Appropriate level of charging;
- ◆ Extent of on-street, off-street public parking and RPPZs;
- ◆ Preferential parking initiatives;
- ◆ Comparison of neighbouring / similar town centres across Scotland;
- ◆ Consistency across public / private sector;
- ◆ Impact of parking charges on the economic vitality of a town;
- ◆ Innovation / technology opportunities;
- ◆ Emerging conclusions from RPPZs review.

#### **3. Consultation**

Consultation will be undertaken, at a suitable point during the review, with businesses and residents

#### **4. Timescales**

The review will commence in April 2019 and report around the end of 2019.

#### **5. Resourcing**

The review will be undertaken utilising external consultants managed by existing staff resources.

#### **6. Oversight**

Updates will be provided to the Road Safety Forum throughout the course of the Review.