

# Report

Report to:	<b>Community and Enterprise Resources Committee</b>
Date of Meeting:	<b>21 August 2018</b>
Report by:	<b>Executive Director (Community and Enterprise Resources)</b>

Subject:	<b>Review of Residents' Parking Permit Zones (RPPZs)</b>
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## 1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ seek approval to undertake a review of the current policy in relation to Residents' Parking Permit Zones (RPPZs)
- ◆ seek approval to progress new or expanded RPPZs at :-
  - ◆ Montrose Crescent, Hamilton
  - ◆ Adjacent to Hairmyres Station, East Kilbride
  - ◆ Adjacent to Cambuslang Station

## 2. Recommendation(s)

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

- (1) that a review of the current Residents' Parking Permit Zones (RPPZs) policy be progressed via the Roads Safety Forum utilising the Terms of Reference at Appendix 2;
- (2) that the expansion of the current RPPZ be approved to include Montrose Crescent, Hamilton (expanded zone); and
- (3) seek authority to undertake consultation in relation to the introduction of RPPZ at Hairmyres Station, East Kilbride and Cambuslang Station (new zones).

## 3. Background

- 3.1. The requirement for residents' parking permits in areas throughout South Lanarkshire followed the introduction of the Car Parking Charter in 1997. Issue of such permits is governed by a number of Road Traffic Regulation Orders which were originally promoted in the late 1990's.
- 3.2. There are significant residents' parking zones in East Kilbride, The Village (East Kilbride), Hamilton and Rutherglen. To park in these zones, residents or their visitors need to display a permit, however it does not mean there will always be a space available.
- 3.3. The Council Parking Unit administers and enforces these resident parking permit zones.
- 3.4. At the Executive Committee of 23 February 2011, it was agreed that a Member/Officer Task and Finish Group be convened to consider the Council's RPPZs. This reflected the increasing financial burden of administering such schemes.

- 3.5. A paper outlining the Group's review and recommendations was submitted to the Executive Committee on 5 October 2011. Amongst the recommendations were:-
- (1) that the Zones in East Kilbride be significantly reduced in size;
  - (2) that the Zones elsewhere remain unchanged.
- 3.6. These recommendations were accepted and subsequently implemented. Consequently, Council policy since 2011 has been not to consider any further RPPZs.
- 3.7. Each parking zone has different terms, conditions and different times that permits need to be displayed (refer Appendix 1). Parking permits are only issued to vehicles registered to an address and they can apply for multiple permits depending on the zone concerned.

#### **4. Current Situation**

- 4.1. The demand for parking across a number of areas in South Lanarkshire continues as car ownership and pressure from various uses (e.g. commuters, businesses etc) continues to rise. This is particularly evident in residential areas close to town centres or where there are facilities such as railway stations, educational establishments, hospitals or other medical premises nearby.
- 4.2. The parking needs of commuters, residents and visitors often result in a high demand for both short-term and long-term parking within the area and the Council receives a high volume of correspondence on this subject from both residents and commuters, either directly or via elected representatives.
- 4.3. The residents' concerns are generally that there is obstructive or dangerous parking, by commuters or visitors to the facilities described above, and that they cannot park close to their homes. They regularly ask for waiting restrictions to be introduced, (which are not generally appropriate in residential areas as they inconvenience the residents), or for the introduction of residents' permits.
- 4.4. There are three areas which are experiencing significant pressure at this time:-
- ◆ The residential part of Montrose Crescent in Hamilton, currently not within a residents' parking zone;
  - ◆ Residential areas in East Kilbride near to Hairmyres Hospital Rail station;
  - ◆ Residential areas in Cambuslang close to the town centre and near to the rail station
- 4.5. In Hamilton, the section of Montrose Crescent that currently is not within a Resident Parking Zone is under pressure from parking as a consequence of large employers in the area such as the Council, the Fiscal's office, and the Water Palace.
- 4.6. In East Kilbride, close to Hairmyres Station, the issues are mainly caused by rail commuters, however, some visitors to the hospital contribute to the problem. Residents have been complaining for several years that they cannot access or egress their driveways, or park on street close to their homes and that the situation is getting worse year on year. Following the recent consultation on the Council's draft Park and Ride Strategy, this area generated the second highest volume response.

- 4.7. It is the area around Cambuslang town centre, however, that generated the largest volume of correspondence during the recent consultation on the Park and Ride Strategy. The main issue here is again commuters using the rail station, but there is also an element of town centre parking included. The problem is compounded by the historic nature of the narrow residential streets, with residents expressing concerns about access and egress to their driveways.
- 4.8. There are also some areas which have been redeveloped since 2011 (e.g. changed from a school use to housing) that logically should be incorporated into existing RPPZs.
- 4.9. These are complex issues for which there are unlikely to be easy solutions. Any vehicle, provided it is properly taxed and insured, can park on a public road and, for example, commuters seeking to access railway stations will consider they have as much right to park on a public road as local residents. Also, the introduction of a RPPZ may simply displace an existing problem to another location, usually on the boundary of a new zone.

## **5. Proposal**

- 5.1. Given some 7 years have elapsed since the current policy in relation to RPPZs was approved, and given that in many areas parking pressures continue to increase, it is considered appropriate to review the current policy. It is proposed that this is undertaken over a 9 month period via the Road Safety Forum. This review will establish a medium term policy position within the Terms of Reference set out in Appendix 2.
- 5.2. Nonetheless, in the short term, there are pressures at specific existing locations which it is proposed are addressed as follows:-
  - 5.2.1 Montrose Crescent – A section of Montrose Crescent is currently unrestricted and suffers significant parking pressures as a consequence of the presence of major local employers and leisure facilities. An adjacent part of Montrose Crescent has a RPPZ and does not experience these issues. A recent proposal to introduce daytime waiting restrictions to manage these difficulties met with significant local resistance, however, there was a clear appetite for an RPPZ as an alternative management tool. Given there appears to be a clear local appetite for this measure, it is proposed to move towards implementation via the promotion of a Traffic Regulation Order (TRO), which will also offer a further public consultation opportunity. It is estimated a period of 15 months will be required to prepare, promote and implement the TRO assuming no significant local objection is experienced.
  - 5.2.2. Adjacent to Cambuslang and Hairmyres Stations – It is proposed that, as a first step, consultation is undertaken to gauge the views of local residents. The geographical extent of any RPPZ will be crucial both in terms of the administrative burden in managing permits and the potential displacement of indiscriminate parking issues to the boundary of the new zone. Consultation is likely to take some 6 months and assuming the proposal is supported and taken forward, a further period of some 15 months will be required to prepare, promote and implement TROs. Again, this timescale assumes no significant objection is encountered.

## **6. Employee Implications**

- 6.1. There are no significant employee implications associated with undertaking a review or introducing or amending zones, as this work would be undertaken by existing employees.

## **7. Financial Implications**

- 7.1. There are no financial implications associated with undertaking a review. There would, however, be potential capital and additional administrative cost associated with introducing new or amending zones, as additional permit applications would require to be processed and issued, however, this will be considered and evaluated as part of the proposed review.

## **8. Other Implications**

- 8.1. 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.

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

- 9.1. 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
- 9.2. There is no requirement to undertake any consultation at this time in terms of the information contained in this report.

**Michael McGlynn**

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

13 July 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**

- ◆ Executive Committee 23 February 2011
- ◆ Executive Committee 5 October 2011

## **List of Background Papers**

- ◆ Executive Committee 23 February 2011 Agenda Item 9 “Member/Officer Task and Finish Group - Parking Management Strategy”
- ◆ Executive Committee 5 October 2011 Agenda Item 9 “Parking Management Strategy – Review by Members/Officers Task and Finish Group”

## **Contact for Further Information**

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

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