

# Report

Report to:	<b>Roads Safety Forum</b>
Date of Meeting:	<b>10 October 2018</b>
Report by:	<b>Executive Director (Community and Enterprise Resources)</b>

Subject:	<b>Review of Residents' Parking Permit Zones (RPPZs)</b>
----------	--

## 1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ advise of the status and next steps for the review into the current Residents' Parking Permit Zones (RPPZs) policy
- ◆ generate discussion on matters to be considered as part of the review into RPPZs
- ◆ agree how the review is to be undertaken and associated timescales

## 2. Recommendation(s)

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

- (1) that the commencement of the review into the Residents' Parking Permit Zones (RPPZs) policy and its progress via the Roads Safety Forum, utilising the Terms of Reference at Appendix 1, be noted.

## 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 Traffic Regulation Orders (TROs) 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's 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. Parking permits are only issued to vehicles registered to an address within the zone 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 to increase 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 (i.e TROs) to be introduced (which are not generally appropriate in residential areas as they can 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 Procurator Fiscal's Office, and Hamilton 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 Consultative Draft Park and Ride Strategy, this area generated the second highest volume of 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 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.
- 4.9 Notwithstanding the above, it was agreed at the Community and Enterprise Committee of 21 August 2018 that:-
- ◆ the expansion of the current RPPZ's be approved to include all of Montrose Crescent, Hamilton
  - ◆ consultation in relation to the introduction of RPPZ's at Hairmyres Station, East Kilbride and Cambuslang Station to be progressed

## **5. Current Position**

- 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.
- 5.2 At the Community and Enterprise Resource Committee of 21 August 2018, the commencement of a review of the current Residents' Parking Permit Zones (RPPZs) policy was, therefore, approved. It was agreed that a review would be undertaken over a 9 month period via the Road Safety Forum with the review establishing a medium term policy position within the Terms of Reference set out in Appendix 1.

## **6. Next Steps/Timescales**

- 6.1 Officers are currently progressing with the statutory process for the introduction of the expanded zone at Montrose Crescent. There is also an area on the boundary of the Murray zone, East Kilbride that has been redeveloped in recent years (e.g. from a school use to residential) which requires amendments/additions to the existing TRO. At this stage, we expect to have expanded RPPZs operational in these areas by Spring 2019, subject to any objections received being satisfactorily resolved.
- 6.2 With regards to the pre-consultation (i.e. before any formal statutory consultation) for the introduction of new RPPZs at Hairmyres Station, East Kilbride and Cambuslang Station, it is expected that this will commence towards the end of October 2018/early November 2018 running for a period of 8 weeks with assessment of responses thereafter. The format of the consultation has still to be confirmed, but will involve largely the same consultees as per the early stages of TRO consultation (e.g. community councils, business groups, partners). Residents will also have an opportunity to take part in the process via an online questionnaire.
- 6.3 Consultation will be undertaken on the geographical extents of any new zones and not necessarily the specific permit arrangements which would be in force as this will be covered under the wider review outlined at Appendix 1.
- 6.4 Feedback on the consultation will be considered with a view to commencing, in Spring 2019, the formal statutory procedures to implement the new RPPZs which, given the likely issues generated and objections received, could take between 9 to 12 months to satisfactorily resolve.
- 6.5 The wider RPPZ review will commence formally today on 10 October 2018 and, in the first instance, be progressed and co-ordinated by Roads and Transportation Services

officers with a progress/status report prepared for the Roads Safety Forum on 12 March 2019.

6.6 The need for specific input by Roads Safety Forum Members in advance of this Forum meeting, or indeed after, will be coordinated via the Chair of the Road Safety Forum either by a special meeting or via email communication. Comments and suggestions for inclusion/consideration in the review will be welcomed from Forum Members at today's meeting and going forward by emailing Colin Park, Engineering Manager who is leading the review.

6.7 Given the complexity of the matters being discussed and the schedule of Road Safety Forum meetings, it is the intention to aim for conclusion of the review no later than early summer 2019.

## **7. Employee Implications**

7.1. 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. There would be potential employee costs associated with introducing expanded zones, as additional parking attendants may be required, however, this will be considered and evaluated as part of the proposed review.

## **8. Financial Implications**

8.1. There are no financial implications associated with undertaking a review. There would, however, be potential capital and additional administrative costs 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.

## **9. Other Implications**

9.1. 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.

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

10.1. 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

10.2. Other than the consultation for the new and expanded RPPZs outlined above, 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)**

17 September 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
- ◆ Community and Enterprise Resources Committee 21 August 2018

**List of Background Papers**

- ◆ None

**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)

**Terms of Reference**

**Review of Residents Parking Permit Zones (RPPZ's)**

1. Objective

The objective of the review is to examine current arrangements for the management of RPPZ's and review current policy with regard to the potential wider use of RPPZ's as a parking management tool and consider associated issues.

2. Scope of Review

- ◆ Review current management arrangements and the potential for efficiencies including e-enablement.
- ◆ Consider areas of current demand which may benefit from the wider use of RPPZ's.
- ◆ Identify the resourcing demands (staff and financial) associated with current and potentially wider use of RPPZ's.
- ◆ Provide options including costs with regard to future parking policy in relation to RPPZ's.

3. Timescales

The review will report within 9 months of commencing.

4. Resourcing

The review will be undertaken utilising existing staff resources.