

# Report

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Report to:	<b>Executive Committee</b>
Date of Meeting:	<b>5 October 2011</b>
Report by:	<b>Executive Director (Enterprise Resources)</b>

Subject:	<b>Parking Management Strategy – Review by Members/Officers Task and Finish Group</b>
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## 1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ request the agreement of the Executive Committee to implement the recommendations of the Member/Officer Task and Finish Group set up to carry out a review of Parking Management Strategy
- ◆ advise Committee that the Group could not achieve a consensus with regard to the principle of charging for residents' parking permits.

## 2. Recommendation(s)

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

- (1) that the statutory process be commenced with a view to significantly reducing the size of the restricted parking zones in East Kilbride.
- (2) that the Council promotes a Traffic Regulation Order to remove the waiting restrictions applicable on Sundays within the restricted parking zones in East Kilbride.
- (3) that residents' parking permits be issued every two years and not every year as is the current practice.
- (4) that the Council makes available, a season ticket valid from 7:30 am to 1:30 pm or noon to 7:30 pm at 50% of the full day cost.
- (5) that, outwith East Kilbride, restricted parking zones remain as at present.
- (6) that the existing car parking management and charging arrangements are maintained.
- (7) that the current practice of taking a sympathetic view to enforcement in the vicinity of places of worship at times when weekly services are being undertaken continues.
- (8) that the misuse of residents' parking permits continues to be monitored and appropriate action taken to withdraw permits which are being misused.
- (9) that the lack of consensus within the Group with regard to the principle of charging for residents' parking permits be noted.

## 3. Background

3.1 The Executive Committee of 23 February 2011 agreed that it was appropriate to review the Council's Parking Management Strategy and further agreed that a Member/Officer Task and Finish Group be convened to address this issue.

- 3.2 A Member/Officer Task and Finish Group was subsequently established and terms of reference agreed. These were as follows:-
- 3.2.1 Note the historical reasons for the current parking management practices.
  - 3.2.2 Consider the extent to which parking management measures should be utilised to control demand and encourage the use of alternative methods of travel.
  - 3.2.3 Compare South Lanarkshire Council's policy and practices with other similar authorities.
  - 3.2.4 Consider the financial aspects of current arrangements.
  - 3.2.5 Consider the appropriateness of current management arrangements across South Lanarkshire.
  - 3.2.6 Consider current enforcement capacity.
  - 3.2.7 Consider arrangements for enforcement of blue badges (display issues).
  - 3.2.8 Consider the extent of the current controlled parking zones and associated administration issues.
  - 3.2.9 Consider issues of workplace parking.
  - 3.2.10 Develop recommendations in terms of future parking management strategy.
- 3.3 The Terms of Reference were formally agreed by the Performance and Review Scrutiny Forum at its meeting held on 31 May 2011.

#### **4. Review group considerations and recommendations**

- 4.1 The group has held a total of 12 meetings and has undertaken site visits to appropriate locations affected by the Parking Management Strategy. It has considered each of the issues within its remit as discussed below.
- 4.2 Historical background (3.2.1. above)
- 4.2.1 The historical reasons for the current parking management practices and the extent to which these should be utilised to control demand and encourage the use of alternative methods of travel were explained by Officers and accepted by Members.
- 4.3 Use of parking management measures (3.2.2. above)
- 4.3.1 It was noted that the Council has no control over parking charges or other management measures within privately operated car parks (e.g. supermarkets).
- 4.3.2 It was noted that the Council is currently guided by its Local Transport Strategy which outlines various policies and actions, in relation to managing complex issues associated with parking. It was agreed that the approach adopted in recent years remains relevant for managing our current parking demands and it is recommended that we continue to employ and develop this further.

#### 4.4 SLC policy and practices relative to others (3.2.3. above)

4.4.1 South Lanarkshire Council's policies and practices were compared to other similar authorities and found to compare favourably.

#### 4.5 Financial aspects (3.2.4. above)

4.5.1 The current parking charge structure within all Council operated car parks was considered to be appropriate to each applicable location and no changes are proposed by the Group.

#### 4.6 Appropriateness of current arrangements (3.2.5. above)

4.6.1 Parking in the vicinity of some places of worship, on days when weekly services take place, causes congestion. It was, however, recognised that this is a sensitive issue and it was considered that the current practice of taking a sympathetic approach to enforcement at such times remains appropriate.

4.6.2 The current Parking Management Strategy takes into account local conditions and needs when deciding on parking solutions to local issues. It was considered that the standardisation of parking rules across the Council would result in inappropriate restrictions being imposed in some situations. Therefore, the Group agreed that the existing practice of finding individual solutions on a town by town or area by area basis was the most appropriate and effective approach and should be continued.

4.6.3 During one of the site visits it was noted that shoppers using the 30 minute limited waiting restriction on Mill Street Service Road (South) would benefit from a 2 hour limit. It is recommended that an appropriate Traffic Regulation Order be promoted.

4.6.4 Season tickets are available for a number of the Council's car parks and offer a 65% discount relative to the daily charge. However, persons with a need to park only in the morning or afternoon may be perceived to be disadvantaged where, for example, they require to pay the full cost of a season ticket but only need it for say, half the day. This can be a particular issue for part time, possibly lower paid workers. Therefore, where season tickets for the Council's charging car parks are available, customers should be able to purchase these valid for AM or PM only. It is recommended that the Council makes available, a season ticket valid from 7:30 am to 1:30 pm or noon to 7:30 pm at 50% of the full day cost to assist part time workers. The group considered this would be a positive change and recognised that, while it represented progression, it would simply not be practical for such arrangements to cover all part time or shift working patterns.

4.6.5 The passing on, or selling, of permits by residents to family or friends who do not live within the restricted parking zones in East Kilbride and who are not visiting the premises to which the permit has been issued has been highlighted as an issue. The Group considered that appropriate focus should be given to this issue and that permits should be withdrawn from those contravening the conditions of use.

4.6.6 The Group was made aware that there is a specific contact telephone number to allow members of the public to report suspected misuse of residents parking permits. The Group considered that this contact number needs to be made more widely known.

4.6.7 It was noted the potential for misuse of resident parking permits would be significantly reduced if the controlled parking zones are substantially downsized.

#### 4.7 Enforcement capacity (3.2.6. above)

4.7.1 The existing establishment of 14 full time equivalent staff was considered to provide an appropriate level of enforcement. It was noted that in areas remote from town centres enforcement is generally limited to responding to complaints.

#### 4.8 Blue Badge enforcement (3.2.7. above)

4.8.1 The current parking enforcement strategy, including how blue badge misuse is dealt with, is considered to be appropriate.

#### 4.9 Extent of Existing zones (3.2.8. above)

4.9.1 In East Kilbride waiting restrictions are applicable, within the residential areas surrounding the town centre, every day of the week. Parking is now free in the private sector car parks on Sundays. It is recommended that the Council promotes a Traffic Regulation Order to remove the waiting restrictions applicable on Sundays within the restricted parking zones.

4.9.2 The current restricted parking zones boundaries in Hamilton, Rutherglen, Carlisle and Uddingston are considered to be appropriate and do not require amending.

4.9.3 The views of East Kilbride Action Group, opposed to recent proposals, was sought and resulted in a meeting between representatives of the Member/Officer Group and two Action Group representatives. The views of East Kilbride Action Group were considered by the Group.

4.9.4 The extent of the existing restricted parking zones in East Kilbride, which have existed for 13 years, were examined. Existing boundaries and potentially reduced zone sizes were scrutinised by the Group. The Group also visited any particularly contentious areas to see the local issues first hand. The Group concluded that it is appropriate to remove Kelvin zone, reduce in size Murray, Westwood and Westmains zones and to maintain Whitemoss and Avondale zones. This would reduce the overall zone sizes, and associated administration costs, significantly. It is estimated that the number of permits issued in these zones would reduce from around 11,500 to 4,300. It is recommended that the statutory process to reduce the size of the zones is commenced. The statutory process will allow the opportunity for all those affected by the proposals to air their views and have these views considered.

4.9.5 A number of options relative to the administration associated with the issue of permits were considered. Issuing permits every two years instead of every year is recommended as this again reduces administration costs.

4.9.6 The administration cost associated with the provision of permits, within reduced sized zones and issued every two years, is estimated at £20,800 per annum.

4.9.7 The principle of applying charges for residents' permits was discussed at length. A number of options were considered but there was no agreement on the principle of charging for permits. Views ranged from the status quo being unacceptable to any charging being unacceptable.

#### 4.10 Workplace parking charges (3.2.9. above)

4.10.1 Given the town centre location of the Council operated car parks, including those where charges are levied and their mixed use, i.e. shoppers, workers, (both private and public sector), local businesses etc. it was considered that the current management of workplace parking remained appropriate.

4.10.2 While it may be perceived as an anomaly, the parking charges in relation to the secure car park to the rear on Montrose House, Hamilton, are considered appropriate as these spaces are offered on a preferential basis and free parking is available in the area for anyone who wishes it.

### **5. Employee Implications**

5.1. There are no employee implications associated with any of the recommendations.

### **6. Financial Implications**

6.1. The proposed changes to the size and administration of the controlled parking zones in East Kilbride will, if implemented, reduce administration costs from some £70,000 to some £20,800 per annum.

### **7. Other Implications**

7.1. There are no sustainability issues associated with the content of this report and these are no significant areas of risk.

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

8.1 An equality impact assessment has been carried out in relation to the proposed reduction in size of the restricted parking zones in East Kilbride and on the amendment of permit charges. These concluded that the proposals did not impact detrimentally on any group.

8.2 Statutory consultation will be undertaken as necessary in relation to these proposals.

**Colin McDowall**  
**Executive Director (Enterprise Resources)**

22 September 2011

#### **Link(s) to Council Objectives/Improvement Themes/Values**

- Vision and strategy direction

#### **Previous References**

Executive Committee of 23 February 2011

#### **List of Background Papers**

Executive Committee 23 March 2011

**Contact for Further Information**

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

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