

# Report

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| Report to:       | <b>Community and Enterprise Resources Committee</b>            |
| Date of Meeting: | <b>4 February 2020</b>   |
| Report by:       | <b>Executive Director (Community and Enterprise Resources)</b> |

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| Subject: | <b>Residents' Parking Permit Zones (RPPZs) –<br/>Consultation at Hairmyres, Cambuslang and Blantyre</b> |
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## 1. Purpose of Report

1.1. The purpose of the report is to:-

- ♦ outline the results and proposed next steps in relation to the potential introduction of Residents' Parking Permit Zones (RPPZs) in the vicinity of Hairmyres, Cambuslang and Blantyre railway stations.

## 2. Recommendation(s)

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

- (1) that the contents of the report be noted; and
- (2) that the recommendations, as set out in section 6, be approved.

## 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.
- 3.2. 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.
- 3.3. There are already significant RPPZs in 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.
- 3.4. The Community and Enterprise Resource Committee at its meeting on 21 August 2018 had agreed the commencement of a review of the current RPPZs policy, overseen by the Roads Safety Forum. Due to significant parking pressures being experienced, the commencement of initial consultation for potential new RPPZs at Hairmyres in East Kilbride and in the area surrounding Cambuslang Station was also agreed.
- 3.5. In addition, the Community and Enterprise Resources Committee at its meeting on 22 January 2019 agreed that consultation would be undertaken with regards to the potential for a RPPZ in the vicinity of Blantyre Station. This was due to ongoing parking pressures.

- 3.6. These three consultation exercises have now concluded. Section 4 summarises the consultation results and section 5 discusses each area individually.

#### **4. Consultation Results**

- 4.1. In advance of potential statutory consultation, preliminary consultation was undertaken to gauge views on the potential geographical extent of each RPPZ. Analysis of the responses to this preliminary consultation is set out below.
- 4.2. The preliminary consultation involved various consultees, including community councils, business groups and other Council partners. Residents, commuters and business or employees working within the area also had an opportunity to take part in the process.
- 4.3. A consultation questionnaire was prepared along with a plan indicating an initial potential RPPZ boundary for each of the three areas (refer Appendix A for plans). This was made available online to residents, business and community groups for a period of 8 weeks in the case of Hairmyres and Blantyre, but extended to 12 weeks for Cambuslang following a request from one of the Community Groups. The specific consultation dates were:-

- ◆ Hairmyres – 1 December 2018 to 31 January 2019
- ◆ Cambuslang – 1 December 2018 to 28 February 2019
- ◆ Blantyre – 1 April 2019 to 31 May 2019

Respondents were able to complete the questionnaire and provide any further comments they felt necessary. Key results were as follows.

- 4.4. For Hairmyres, there were 878 responses received of which:-
- ◆ 65% were residents
  - ◆ 8% were businesses
  - ◆ 19% were rail commuters
  - ◆ 14% were none of the above
- 4.5. When asked if a zone was required, 72% of all responders agreed and 28% disagreed. Similarly, when asked if the proposed extent of the zone was correct 66% agreed and 34% disagreed. The main issue arising from consultation was that a zone is seen as necessary, but more importantly enhanced park and ride provision was also seen as required.
- 4.6. For Cambuslang, there were 736 responses of which:-
- ◆ 61% were residents
  - ◆ 10% were businesses
  - ◆ 23% were rail commuters
  - ◆ 17% were none of the above
- 4.7. When asked if a zone was required, only 35% of all responders agreed and 65% disagreed. When asked if the proposed extent of the zone was correct, 33% agreed and 67% disagreed. The main issue arising from consultation was that a zone was not felt necessary, and that enhanced park and ride provision would resolve the issues.

4.8. For Blantyre there were 104 responses of which:-

- ◆ 74% were residents
- ◆ 1% were businesses
- ◆ 16% were rail commuters
- ◆ 16% were none of the above

4.9. When asked if a zone was required, 66% of all responders agreed and 34% disagreed. When asked if the extent of the zone was correct, 68% agreed and 32% disagreed. The main issue arising from consultation feedback was that a zone would not necessarily address the issues and would simply result in displacement and that enhanced park and ride provision may resolve matters.

## **5. Assessment**

5.1. The demand for parking across South Lanarkshire continues to grow as car ownership and pressure from various traffic attractors 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 are nearby.

5.2. While it is important to manage demand in these residential areas, it is also essential to ensure that suitable facilities and capacity are available for businesses and commuters.

5.3. The Council has a suite of policies contained within the Local Transport Strategy promoting sustainable travel to encourage a shift away from the private car. The Council must also be mindful of the Scottish Government's recent Climate Emergency declaration and the need to continue efforts to promote and encourage more sustainable modes of travel. The Council has recognised the situation within the "Statement of Intent in response to the Climate Change Emergency" as approved by the Council at its meeting on 25 September 2019.

### **Hairmyres**

5.4. Nearly three quarters of the respondents to the Hairmyres consultation were in favour of a RPPZ. However, proceeding with such a proposal in isolation without taking cognisance of parking demand for commuters and visitors to the hospital would not be a pragmatic approach.

5.5. Many of those in favour of an RPPZ also commented that additional alternative parking would be required. Crucially, since this consultation commenced, there have been positive developments with regard to rail improvements along the East Kilbride line.

5.6. Members will be aware of the announcement by the Cabinet Secretary in May 2019 confirming investment of £24.8m to allow Network Rail to further progress upgrading proposals for the East Kilbride line. These proposals comprise a range of interventions including new trains, extending platforms to accommodate longer trains, electrification, track dualling and, importantly, the potential relocation of the existing station at Hairmyres.

5.7. This potential station relocation is currently the subject of a detailed options appraisal. However, if pursued, subject to funding and land being secured, it offers the potential to very substantially enhance existing park and ride provision.

- 5.8. With new trains already operating on the line, the improvements referenced above are being implemented on a phased basis. Should the option to relocate Hairmyres station be deliverable, then substantially enhanced park and ride provision could potentially be delivered within 2 to 3 years. Clearly, this would significantly and positively impact the current parking concerns.
- 5.9. Officers are also continuing to discuss the aspirations of the NHS with regard to parking at the hospital. Taking all of these factors into consideration, a RPPZ is not seen as an appropriate solution on its own at this time. Such a proposal should only be considered following construction of a new park and ride facility.
- 5.10. However, it is important to ensure that in the absence of additional park and ride infrastructure, in the short term, solutions are brought forward to ensure that those residential areas affected near to Hairmyres Station are considered for appropriate demand management measures in the form of waiting restrictions.
- 5.11. Officers will review the known problem areas with a view to bringing forward localised restrictions that could assist in managing the competing demands for parking. In the short term, this approach may displace commuters to other locations, but provided they park in a safe and courteous manner, this should not present a problem. Any such proposals would, of course, be formally consulted upon via the Traffic Regulation Order process. The Police will also continue to be available to deal with any issues of obstructive parking.

### **Cambuslang**

- 5.12. Since the commencement of the consultation for this area, plans for a new park and ride adjacent to Bridge Street have progressed significantly with funding of £800,000 secured from Strathclyde Partnership for Transport (SPT) for the 2019/2020 financial year. This has allowed the acquisition of the proposed site on Bridge Street to be successfully concluded and work is now ongoing to allow a new park and ride facility providing in excess of 200 spaces to be constructed and opened during the 2020/2021 financial year, subject to funding being gained from SPT.
- 5.13. In terms of the consultation, nearly two thirds of respondents disagreed with the need for a zone and the proposed extent included in the consultation. With this in mind, and as the Council is actively engaged in delivering the construction of a park and ride car park, a RPPZ is not seen as the solution at this time.
- 5.14. Similar to the approach at Hairmyres, it is important to ensure that in the absence of additional park and ride infrastructure, in the short term, solutions are brought forward to ensure that those residential areas affected near to Cambuslang Station are considered for appropriate demand management measures in the form of waiting restrictions.
- 5.15. Officers will review the known problem areas with a view to bringing forward localised restrictions that could assist in managing the competing demands for parking. In the short term, this approach may displace commuters to other locations, but provided they park in a safe and courteous manner, this should not present a problem. Any such proposals would, of course, be formally consulted upon via the Traffic Regulation Order process. The Police will also continue to be available to deal with any issues of obstructive parking.

## **Blantyre**

- 5.16. In Blantyre, two thirds of respondents were in favour of a RPPZ, but again it was considered that additional commuter parking was also required. While the Council is keen to explore the option of providing more park and ride capacity, unfortunately opportunities for significant expansion are limited. While this will continue to be explored, a campaign to promote alternative facilities to commuters along the rail corridor (e.g. Newton Station only six minutes' drive away) will also be developed and consideration given to further expansion of Newton Park and Ride to cater for increased demand and encourage the relocation of existing users of Blantyre Station.
- 5.17. Officers will review the known problem areas with a view to bringing forward localised restrictions that could assist in managing the competing demands for parking. In the short term, this approach may displace commuters to other locations, but provided they park in a safe and courteous manner, this should not present a problem. Any such proposals would, of course, be formally consulted upon via the Traffic Regulation Order process. The Police will also continue to be available to deal with any issues of obstructive parking.
- 5.18. As is the case for Hairmyres and Cambuslang, an RPPZ is therefore not seen as the single solution at this time and should only be considered following an increase in nearby park and ride provision or in the event that the campaign promoting other facilities is not successful.

## **6. Summary**

- 6.1. Having concluded the three consultations and considered ongoing parallel work in relation to providing new or enhanced park and ride infrastructure, the following actions are proposed:
1. At Hairmyres, work will continue with partners to develop park and ride infrastructure in the short to medium term and officers will review the known residential problem areas with a view to bringing forward localised restrictions in the short term.
  2. At Cambuslang, the necessary land has been acquired for park and ride infrastructure adjacent to Bridge Street and work will continue to deliver a completed facility during 2020/2021. Officers will review the known residential problem areas with a view to bringing forward localised restrictions in the short term.
  3. At Blantyre, a promotional campaign will be developed to promote alternative park and ride options/locations for commuters and officers will review known problem areas with a view to bringing forward localised restrictions in the short term. In addition, further consideration will be given to expanding parking opportunity at nearby Park and Ride facilities at Newton Station.
- 6.2. With regards to the implementation of any local restrictions, or indeed any future RPPZs, these would be subject to a statutory process requiring the promotion of a Traffic Regulation Order (TRO). Under this process, the Council is obliged by law to consult with various organisations and to advertise the proposals to the general public. The whole process of promoting an Order takes between six and nine months, though it can take considerably longer if objections are received.

## **7. Employee Implications**

- 7.1. There are no significant employee implications associated with the recommendations in this report as this work will be undertaken by existing employees. There are a number of interrelated parking work streams and priorities which need to be considered with regards to resourcing and timescales.

## **8. Financial Implications**

- 8.1. There are no significant financial implications associated with the recommendations in this report.
- 8.2. Funding will be required for new or expanded park and ride provision and this will be sourced as necessary and subject to separate approvals.

## **9. Climate Change, Sustainability and Environmental Implications**

- 9.1. In the current scenario of a national climate emergency, it is important to provide potential rail users with reasonable access to stations, including reasonable parking opportunity. The widespread introductions of Residents' Parking Zones around rail stations would, therefore, be inappropriate unless reasonable alternative parking options were available for rail users.
- 9.2. There are no implications for sustainability or the environment in terms of the information contained within this report.

## **10. Other Implications**

- 10.1. There are no significant risks associated with this report.

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

- 11.1. 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
- 11.2. Consultation was undertaken with the appropriate stakeholders.

**Michael McGlynn**

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

6 January 2020

## **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 22 January 2019
- ◆ Roads Safety Forum 12 March 2019
- ◆ Roads Safety Forum 30 October 2019

### **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: -

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