

Report

Report to:	Community and Enterprise Resources Committee
Date of Meeting:	31 March 2020
Report by:	Executive Director (Community and Enterprise Resources)

Subject:	Review of Residents' Parking Permit Zones (RPPZ) Policy
----------	--

1. Purpose of Report

1.1. The purpose of the report is to:-

- ♦ advise Committee that the review into Residents' Parking Permit Zones (RPPZs) Policy has been concluded and to consider the recommendations resulting from the review

2. Recommendation(s)

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

- (1) that it be noted that the Roads Safety Forum has concluded its review into Residents' Parking Permit Zones Policy; and
- (2) that the policy recommendations as set out at 5.2 be endorsed and referred to Executive Committee for approval.

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. Subsequently, at its meeting of 5 October 2011, the Executive Committee agreed there would be no further roll out of residents' parking zones.
- 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. There are also several smaller areas where permits have been issued to both residents and businesses, including Carluke and Cambuslang.
- 3.4. At the Community and Enterprise Resources Committee on 21 August 2018, the commencement of a review of the current RPPZs policy, overseen by the Roads Safety Forum, was approved.

- 3.5. At the Roads Safety Forum of 30 October 2019, a paper summarising the discussions and conclusions/recommendations of the RPPZ review was presented. This was subsequently supported by Forum Members and agreed that it be put forward to Community and Enterprise Resources Committee for consideration and approval.
- 3.6. This report provides a summary of the work undertaken and considered by the Roads Safety Forum in relation to the review of the current RPPZ policy and the proposed way forward. Section 4 summarises the key matters discussed and section 5 proposes recommendations that the Forum has supported.

4. Issues and Assessment

- 4.1. It was agreed that the Roads Safety Forum would be the overseeing group for the RPPZ policy review and the matter has subsequently been debated in detail by the Forum.
- 4.2. The Forum agreed that RPPZs were an effective demand management approach to assist in minimising the impact on residents in areas of competing parking demand. RPPZs should be seen as an additional approach that the Council can use to complement existing approaches such as waiting and loading restrictions i.e. yellow lines.
- 4.3. The main factors (positive and negative) to be considered when assessing the introduction of RPPZs were the need to balance the competing demands of residents, businesses, employers and commuters. Parking displacement into adjacent streets or areas was also an area of concern, as was the possible disincentivisation of the use of public transport in terms of reducing parking opportunities for rail users in particular.
- 4.4. With regard to the potential need to expand specific existing RPPZs, or amend their boundaries, it was agreed it would be necessary to consider each zone on its merits.
- 4.5. The Forum agreed that RPPZs could be considered at all locations where parking pressure on residential areas was seen as a concern and not only in areas of high demand for example, near town centres/train stations where parking is at a premium. There was also a discussion on whether there were any specific areas, not covered by existing or proposed RPPZs, where RPPZs should be seen as a priority for implementation. It was suggested that all elected members, not just those on the Forum, be consulted on this. Eleven areas were subsequently identified following feedback from elected members for potential future RPPZ assessment and these are identified in Appendix 1.
- 4.6. There was discussion on whether areas around schools should be considered for RPPZs and the consensus was that other measures such as waiting and loading restrictions, Keep Clear zig-zags and similar would generally be more appropriate. Such measures complement the development of School Travel Plans whereby road safety improvements and progress on active travel are encouraged from within the school community.

- 4.7. The Forum considered that a key consideration when implementing any demand management approaches (e.g. RPPZs or waiting and loading restrictions) was the ability to effectively enforce restrictions. It was the general view of the Forum that it was not best practice to promote restrictions that cannot be effectively enforced. This included reference to evening enforcement not presently being undertaken by Parking Attendants and the potential need for this to be reviewed.
- 4.8. While it is important to manage demand in residential areas, it is also essential to ensure that suitable facilities and capacity remain available for businesses and commuters. 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 travel. These issues are also mirrored in the Council's "Statement of Intent in response to the Climate Change Emergency" as approved by the Council at its meeting of 25 September 2019.
- 4.9. With regard to the implementation and prioritisation of any extended or new RPPZ, the Forum agreed that assessment criteria for particular areas should be framed around:-
- ◆ proximity to town centres
 - ◆ proximity to significant parking generators (e.g. rail stations, hospitals, education establishments)
 - ◆ road geometry/lack of off street parking/narrow streets
 - ◆ scope for other demand management measures such as waiting and loading restrictions
 - ◆ potential for increased parking provision (e.g. new park and ride facility)
 - ◆ impact on adjacent businesses and commuters of any new RPPZ
- 4.10. Decisions on traffic restriction and management on the road network, by way of promoting Traffic Regulation Orders, presently falls to the Executive Director (Community and Enterprise Resources) and the Head of Roads and Transportation Services. The Roads Safety Forum supported the proposal that this arrangement would continue and, if an RPPZ was to proceed, it would be promoted in the same manner as any other Traffic Regulation Order under the Road Traffic Regulation Act 1984. It is important to emphasise that consultation with the community is a fundamental element of such processes.
- 4.11. The Forum also noted that permits were issued manually on a rolling programme every two years and agreed that the primary process for applying for permits should be on-line, that all other existing options should remain available, but those applying for permits should be encouraged to use online systems. The two year time validity period for permits was also agreed as a reasonable period to allow for reduced administrative costs.
- 4.12. The Forum also considered the option of charging for permits and supported a proposal to introduce a standard charge of £10 for a 2 year permit period. However, following further consideration of this option via the budget setting process, it was agreed it would not be progressed further.

5. Conclusions

5.1. In summary, the Road Safety Forum has overseen and developed the review of RPPZ Parking Policy through support from officers and following consideration of papers and information.

5.2. The Forum has since supported the following conclusions and specific recommendations noting that they would be taken to the Community and Enterprise Committee for consideration and endorsement:-

- ◆ RPPZs are an effective demand management tool and should now be considered for future expansion or rolled out to new areas, subject to an appropriate assessment by officers.
- ◆ Requests for new or expanded RPPZs can now be considered and an assessment will be undertaken to review the need or otherwise of any proposed RPPZs
- ◆ The introduction of new or expanded RPPZs must balance the competing demands of residents, businesses, employers and commuters;
- ◆ The enforcement of demand management measures e.g. RPPZs and other waiting and loading restrictions require to be suitably resourced, including during the evening;
- ◆ The primary process for applying for permits should be on-line but all other existing options should remain available at this stage.

5.3. With regards to timescales, it is proposed that those areas outlined in Appendix 1 be subject to assessment before the end of August 2020. Thereafter, those that are to progress would be implemented in line with the statutory process associated with Traffic Regulation Orders. The whole process of promoting an Order takes some nine months though it can take considerably longer if objections are received.

5.4. On the basis of the above, the Council now has another approach to manage the competing demands in areas, especially in those areas close to town centres or where there are facilities such as railway stations, educational establishments, hospitals or other medical premises nearby as is the case for the three areas where consultation was undertaken.

6. Employee Implications

6.1. 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 workstreams and priorities which need to be considered with regards to resourcing and timescales. The timescales outlined in paragraph 5.3, therefore, reflect the available resources and other competing priorities.

7. Financial Implications

7.1. There are no significant financial implications associated with the recommendations in this report albeit it should be noted that additional administration costs will be incurred as RPPZs are rolled out.

8. Climate Change, Sustainability and Environmental Implications

8.1. There are no significant climate change, sustainability and environmental implications associated with this report.

9. Other Implications

9.1. There are no significant risks associated with this report.

10. Equality Impact Assessment and Consultation Arrangements

10.1. This report recommends a change to an existing policy and therefore, an impact assessment will be undertaken.

10.2. 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)

3 March 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

- ◆ Executive Committee 23 February 2011
- ◆ Executive Committee 5 October 2011
- ◆ Community and Enterprise Resources Committee 21 August 2018
- ◆ Roads Safety Forum 10 October 2018
- ◆ Roads Safety Forum 15 January 2019
- ◆ 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: -

Colin Park, Engineering Manager, Roads and Transportation Services

Ext: 3653 (Tel: 01698 453653)

E-mail: colin.park@southlanarkshire.gov.uk

Potential Resident Parking Zones

Reid Street, Rutherglen
Tuphall Road, Hamilton
Abercorn Drive/Chestnut Crescent area, Hamilton
Biggar, in the vicinity of the town centre
Dundas Place, The Village, East Kilbride
South Avenue, Carluke
Fairyknowe Gardens; Bothwell
Main Street area, Uddingston
Craigallian Avenue, Halfway
Westwood area, East Kilbride