

# Report

Report to:	<b>Executive Committee</b>
Date of Meeting:	<b>16 December 2020</b>
Report by:	<b>Executive Director (Community and Enterprise Resources)</b>

Subject:	<b>Review of Current Parking Management Arrangements</b>
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## 1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ Update Committee on the Member / Officer Group set up to review current parking management arrangements and to formally agree the Terms of Reference.

## 2. Recommendation(s)

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

- (1) that the contents of the report be noted
- (2) that the Terms of Reference attached as Appendix 1 be agreed.

## 3. Background

- 3.1. Parking demand management measures (e.g. charges and parking enforcement) are a recognised tool to keep the transportation network and town centres operating safely.
- 3.2. These measures ensure junctions are free from parked cars and that loading bays are free to service businesses as required, ensuring goods can reach their intended destination timeously. Importantly though, they also assist in encouraging greater use of active/sustainable travel in place of the private car and such approaches are routinely adopted by many Councils across Scotland, often aligned to climate change objectives.
- 3.3. On 22 January 2019, the Community and Enterprise Resources Committee agreed to proceed with the first phase of the Parking Demand Management Review (PDMR), across South Lanarkshire, focusing on Hamilton Town Centre.
- 3.4. On 15 September 2020, the Community and Enterprise Resources Committee considered a report which provided feedback on the PDMR review and on a parking impact assessment. The report also recommended reinstatement of all parking charges at previous tariff levels, following suspension due to the Covid global pandemic earlier in the year.
- 3.5. Following debate, members agreed to defer all aspects of the report for further consideration at a future meeting of the Executive Committee. It was accepted, however, that it would be appropriate to report this to the Recovery Board prior to reporting to the Executive Committee.

- 3.6. The Recovery Board, at its meeting on 21 October 2020, subsequently agreed that on street parking charges be reinstated, as soon as reasonably practicable, and that off street charging arrangements be further considered via a Member/Officer Group.
- 3.7. The specific objective of the Member/Officer Group is to review current parking management arrangements, including charging practices, having regard to:-
- whether current arrangements remain appropriate
  - whether current arrangements require to be further developed and, if so, in which areas
  - identifying interim arrangements for reinstatement of off street car parking charges, if considered appropriate
- 3.8. The political representation on the Group has been agreed and the first meeting of the Group took place on 20 November 2020 and the Terms of Reference for the Group, attached as Appendix 1, were agreed. However, for completeness the Terms of Reference now requires to be formally agreed by the Executive Committee.
- 3.9. Particular attention is drawn to the key milestones identified at section 7 of the Terms of Reference which are intended to ensure the work of the group is concluded in sufficient time to allow any consequences to be considered as part of the budgetary process.
- 3.10. Since the PDMR was progressed, the Covid global pandemic has impacted and, as part of the Council's immediate response, parking charges and enforcement were suspended. Enforcement has since recommenced, as have on-street parking charges and a cashless parking application (i.e. Ringo) has also been rolled out.

#### **4. Employee Implications**

- 4.1. Depending on the conclusions of this Member/Officer Group and subsequent Committee approval, there may be significant consequences for employment levels in the current Parking Unit, particularly if parking charges are not reintroduced, or are reintroduced but at reduced tariffs.
- 4.2. Any reduction in employment levels will have a direct impact on the Parking Units ability to effectively enforce waiting and loading restrictions across the Council area.

#### **5. Financial Implications**

- 5.1. There are no financial implications directly associated with undertaking this review. Any changes to current policies/practices, however, which are implemented as a consequence of this review may result in financial implications.
- 5.2. The total budgeted income for 2020/21 associated with parking charges for the current year is £1.780m. This includes income from car parking charges (on and off street), season tickets, permits and income relating to the Hunter Health Centre in East Kilbride. Budgeted income from enforcement is approximately £0.670m.
- 5.3. Any decision not to reintroduce off street charging will lead to a shortfall in income of up to £1.580m for the 2021/2022 budget. This figure assumes continuing internal recharge income and continuing income related to an agreement with the NHS in relation to the new Hunter Health Centre.

- 5.4. The 2021/2022 budget strategy paper, approved by the Executive Committee in June this year, reported that savings of £20m were being sought. The current estimated savings target would have to be increased by £1.580m for 2021/2022 to accommodate this loss of income.
- 5.5. There will also be one off capital costs should there be a need to change the fee structure or introduce alternative management systems.
- 6. Other Implications**
- 6.1. While there are no defined environmental implications or implications for sustainability in terms of the information contained within this report, failure to have effective demand management measures in place across our towns could see the use of the private car begin to increase at the expense of more active/sustainable transport modes.
- 7. Equality Impact Assessment and Consultation Arrangements**
- 7.1. 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
- 7.2. 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)**

15 November 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
- ◆ Community and Enterprise Resources Committee 15 September 2020

**List of Background Papers**

- ◆ Systra Report, Hamilton Town Centre Parking Demand Management Review, 6 February 2020

**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](mailto:colin.park@southlanarkshire.gov.uk)

## Review of Current Parking Management Arrangements

### Terms of Reference

1	Resource	Community and Enterprise					
2	Name of Project	Review of Current Parking Management Arrangements – Member/Officer Group					
	Objective	The objective of the Group is to review current parking management arrangements, including charging practices, having regard to:- <ul style="list-style-type: none"><li>• Whether current arrangements remain appropriate</li><li>• Whether current arrangements require to be further developed and, if so, in which areas</li><li>• Identifying interim arrangements for reinstatement of off street car park charges, if considered appropriate</li></ul>					
3	Scope of Project	It is proposed that the Group will:- <ul style="list-style-type: none"><li>• Review current parking arrangements, their background, and whether they reflect current needs having regard to local circumstances, current national, regional and local transport policy and town centre management/economic development policy</li><li>• Consider the work undertaken by SYTRA who have completed Phase 1 of the Parking Demand Management Review focusing on Hamilton Town Centre</li><li>• Consider parking charge income generation alongside the role of charges as a demand management measure.</li><li>• Make recommendations with regard to:-<ul style="list-style-type: none"><li>- Short term reinstatement of current off street parking charges, if considered appropriate</li><li>- Short term reinstatement of park and ride charges, and associated opportunities</li><li>- Medium term review of parking demand management arrangements across individual town centres, including timescales and any specific principles which it is considered require to be applied consistently</li></ul></li></ul>					
4	Resources affected:-						
	Community and Enterprise	Education	Finance and Corporate	Housing and Technical	Social Work		

	X					
<b>5</b>	<b>Financial overview (£m)</b>					
	Refer Service Profile (being prepared separately)					
<b>6</b>	<b>Key aims of/outcomes from project</b>					
	Political consensus around applicability of current parking management arrangements, any further development work required and timescales for reinstatement of off street parking charges, if considered appropriate.					
<b>7</b>	<b>Key milestones</b>					
	<ul style="list-style-type: none"> <li>♦ Meeting 1 – 20 November - Election of Chair, agreement on Terms of Reference, consideration of Parking Service profile</li> <li>♦ Meeting 2 – w/c 30 November – Review of Systra report, identification of options and agreement on appraisal criteria</li> <li>♦ Meeting 3 – w/c 14 December – appraisal of options</li> <li>♦ Meeting 4 – w/c 11 January - agree conclusions and Executive Committee report</li> </ul>					
<b>8</b>	<b>Monitoring and reporting arrangements</b>					
	<ul style="list-style-type: none"> <li>♦ Updates will be provided to CMT as required/requested</li> </ul>					
<b>9</b>	<b>CMT Sponsor / Lead Officer</b>					
	Michael McGlynn					
<b>10</b>	<b>Member/Officer Group</b>					
	<p><u>Elected Members</u>  2 SNP (Councillor Anderson and Councillor Ross)  2 Labour (Councillor Fagan and Councillor McLachlan)  1 Conservative and Unionist (Councillor Hose)  1 Liberal Democrat (Councillor McGeever)  1 Independent (Councillor Wardhaugh)</p> <p><u>Officers</u>  Michael McGlynn, Executive Director  Gordon Mackay, Head of Roads and Transportation Services  Colin Park, Engineering Manager  Andrei Martucci, Parking Manager</p>					