

# Report

Report to:	<b>Community and Enterprise Resources Committee</b>
Date of Meeting:	<b>12 November 2019</b>
Report by:	<b>Executive Director (Community and Enterprise Resources)</b>

Subject:	<b>Review of Residents' Parking Permit Zones (RPPZ)</b>
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## 1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ advise Committee that the review into Residents' Parking Permit Zones (RPPZs) has been concluded and to approve the recommendations

## 2. Recommendation(s)

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

- (1) that the recommendations, as detailed at paragraph 5.2 of the report, including the introduction of a £10 fee for existing and future parking permits, as noted at the Executive Committee on 6 November 2019, 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. 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 Carlisle and Cambuslang.
- 3.4. At the Community and Enterprise Resource Committee of 21 August 2018, the commencement of a review of the current RPPZs, overseen by the Roads Safety Forum, was approved and, due to significant parking pressures being experienced, the commencement of initial consultation for new RPPZs at Hairmyres in East Kilbride and in the area surrounding Cambuslang Station was also agreed.

- 3.5. The Community and Enterprise Resources Committee at its meeting on 22 January 2019 also agreed that consultation would be undertaken with regard to the potential for a RPPZ in the vicinity of Blantyre Station. This again was due to ongoing parking pressures.
- 3.6. The three RPPZ consultation exercises have now concluded and this will be reported to a future meeting of the Committee.
- 3.7. The Roads Safety Forum at its meeting on 30 October 2019 considered a paper summarising the discussions and conclusions/recommendations of the RPPZ review. This was subsequently supported by Forum Members and agreed that it be put forward to Community and Enterprise Resources Committee for consideration and approval.
- 3.8. This report provides a summary of the work undertaken and considered by the Roads Safety Forum in relation to the review of the current RPPZs 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 RPPZs 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 e.g. 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. Officers were tasked with considering how such assessment criteria might be developed so as to allow potential zones to be ranked or prioritised and a way forward was agreed.
- 4.11. 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 were 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.
- 4.12. Given increasing financial pressures and potential to expand / introduce new RPPZs, a key consideration for the Forum was whether the time was now right to consider charging a fee for residents' parking permits. Officers presented to the Forum the administrative and employee costs associated with the existing RPPZs in operation.
- 4.13. After debate, the Forum agreed that there should be a fee which, at the very least, covers the administrative costs associated with issuing around 6,900 permits to residents and businesses, estimated at around £50k.

4.14. A range of potential fees were developed by officers for consideration and these were discussed at the Forum on 12 March 2019. After consideration of all aspects of the introduction of a parking permit fee, including the impact on residents, enforcement and cost, the Forum agreed fully on the principle of introducing a fee for parking permits and considered the following options:-

- ◆ Option 1: a fee of £10 per permit for a period of 2 years
- ◆ Option 2: a fee of £20 for the first permit and £10 thereafter, again with permits for a period of 2 years
- ◆ Option 3: a fee of £20 for the first 2 permits with the principle of an ascending scale and thereafter, all permits for a period of 2 years

4.15. Option 1 would potentially generate £50k of income (assuming a modest reduction in the take up of permits) which would cover the costs of issuing permits. This was subsequently agreed as the preferred option.

4.16. 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 but that all other existing options should remain available, but those applying for and paying 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.

## **5. Conclusions and Recommendations**

5.1. In summary, the Roads Safety Forum has overseen and developed the review of RPPZs Parking 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 Resources 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 and the introduction of a fee for issued permits
- ◆ Permits issued to both residents and businesses in any existing, expanded or new RPPZ will be subject to a £10 fee for each permit with permits valid for a period of two years
- ◆ 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 May 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. The introduction of a £10 fee also means that the financial pressures associated with administering this approach can be managed effectively, allowing for wider roll out if necessary.
- 5.5. With regards to the implementation of the £10 fee, this will require amendments to the existing Traffic Regulation Orders for each existing RPPZs. It is expected this exercise could be concluded in spring/summer 2020, with the fee being introduced on a phased basis from summer 2020 onwards or upon receipt of a request for a parking permit. These timescales may vary depending on the level of representations that may be received.

## **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 and 5.5 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. However, should the proposals be approved the administration cost associated with administering RPPZ will be recovered.

## **8. Other Implications (Including Environmental and Risk Issues)**

- 8.1. 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.

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

- 9.1. This report recommends a change to the existing RPPZs and therefore, an impact assessment will be undertaken.
- 9.2. 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)**

10 October 2019

**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**

- ◆ Road Safety Forum 15 January 2019
- ◆ Community and Enterprise Resources Committee 22 January 2019
- ◆ Road Safety Forum 12 March 2019
- ◆ Road 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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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