

Report

Report to:	Community and Enterprise Resources Committee
Date of Meeting:	7 December 2021
Report by:	Executive Director (Community and Enterprise Resources)

Subject:	Resident Only Parking - McNeil Street, Larkhall
----------	--

1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ provide the Committee with background in relation to a request for a resident only parking area on McNeil Street, Larkhall considered by the Petitions Committee meeting on 25 October 2021

2. Recommendation(s)

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

- (1) that the contents of the report be noted.

3. Background

- 3.1. A report by the Executive Director (Finance and Corporate Resources) was considered by Petitions Committee on 25 October 2021 in relation to a petition lodged by Yvonne Johnston (Lead Petitioner) requesting the introduction of a resident only parking area on McNeil Street, Larkhall.
- 3.2. By way of previous background in relation to Residents' Parking Permit Zones (RPPZs), Members may recollect that at the Community and Enterprise Resources Committee on 31 March 2020, a report was presented summarising the work undertaken and considered by the Roads Safety Forum (RSF) in relation to the review of the current RPPZs policy and the proposed way forward.
- 3.3. The RSF had agreed that RPPZs were an effective demand management approach to assist in minimising the impact on residents in areas of competing parking demand. RPPZs were seen as an additional approach that the Council could use to complement existing approaches such as waiting and loading restrictions.
- 3.4. The RSF also agreed that RPPZs could be considered at all locations where parking pressure was seen as a concern and not only in areas of high demand, for example, near town centres/train stations where parking was 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.
- 3.5. 11 areas were subsequently identified following feedback from elected members for potential future RPPZ assessment as follows:-

- ◆ 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

3.6. The Committee endorsed the following recommendations, and these were subsequently approved at the Executive Committee of 24 June 2020:-

- ◆ 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, for example, 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 online but all other existing options should remain available at this stage.

3.7. With regards to timescales, it had originally been proposed that those areas outlined at paragraph 3.5 would have been assessed before the end of August 2020. However, the pandemic severely impacted on this programme. Further, parking behaviours and pressure in these areas were also not the norm and, therefore, the assessments have not yet been undertaken.

3.8. By way of further background, a charge for parking permits was introduced earlier this year and had been implemented as permits were renewed over the normal 2-year cycle. At the full Council meeting of 22 September 2021, a motion relating to Parking Permit Charges was tabled and it was agreed that consultation with residents living in current RPPZ areas would be undertaken.

3.9. Residents within RPPZs have since been asked whether they wish to remain in a RPPZ and pay the £5 per year administration charge or whether they wish to have their RPPZ removed. Results are being collated, reviewed, and as agreed at the Full Council will be considered by the four Area Committees before being reported to a future Executive or Full Council meeting. Meantime charging for permits has been put on hold pending the outcome from the consultation exercise being reported to Committees.

4. Petitions Committee

4.1. Following debate and consideration of relevant matters the Petitions Committee of 25 October 2021 decided that the request for residents only parking area in McNeil Street, Larkhall be referred to Community and Enterprise Resources Committee on 7 December 2021.

- 4.2. The recommendation from the Petitions Committee was that the process to implement residents only parking in McNeill Street, Larkhall be commenced, and that members of the Petitions Committee and Ms Johnston be kept updated with progress.

5. Next Steps

- 5.1. The introduction of any traffic management proposal or restrictions such as a RPPZ should not be considered in isolation. It should be part of a wider assessment to ensure that any issues are not just moved to another area as other restrictions may be requested or required.
- 5.2. Promoting a traffic regulation order for McNeil Street in isolation could have a knock-on effect for other areas and at this current time is not considered the most appropriate course of action.
- 5.3. The ongoing consultation in relation to whether residents wish to remain in a RPPZ and pay the £5 per year administration charge or whether they wish to have their RPPZ removed is also a key consideration for both the Council and residents when deciding on or promoting any new RPPZs.
- 5.4. With this in mind and given the matters discussed above, it is proposed that McNeil Street be added to the list of potential RPPZ areas outlined at paragraph 3.5 and that they are programmed for further assessment.
- 5.5. It remains unclear whether these areas have returned to a degree of normality, however, it is the intention to now undertake these assessments over a 6 month period commencing in the early part of 2022. It is evident that some areas, such as McNeil Street, are seeing parking pressures increasing, so these areas will be given a degree of priority.
- 5.6. 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.
- 5.7. The RSF and subsequently Community and Enterprise Resources and Executive Committees previously agreed 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.
- 5.8. Those areas that are to progress will be done so in line with the statutory process associated with Traffic Regulation Orders. The whole process of promoting an Order takes some 9 months though it can take considerably longer if objections are received.
- 5.9. Members of the Petitions Committee and Yvonne Johnston (Lead Petitioner) will be updated with progress and the proposed course of action above.

6 Employee Implications

- 6.1. There are no employee implications as the project will utilise existing resources.

7 Financial Implications

- 7.1. There are no financial implications at this time.

8 Climate Change, Sustainability and Environmental Implications

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

9 Other Implications

- 9.1. There are no other significant implications as result of the contents of this report.

10. Equality Impact Assessment and Consultation Arrangements

- 10.1. 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.

Michael McGlynn

Executive Director (Community and Enterprise Resources)

9 November 2021

Link(s) to Council Values/Ambitions/Objectives

- ◆ Accountable, Effective, Efficient and Transparent

Previous References

- ◆ Community and Enterprise Resources Committee, 31 March 2020
- ◆ Executive Committee, 24 June 2020
- ◆ South Lanarkshire Council, 22 September 2021
- ◆ Petitions Committee, 25 October 2021

List of Background Papers

- ◆ None.

Contact for Further Information

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

Stuart Laird, Engineering Manager, Roads and Transportation Services

Ext: 3607 (Tel: 01698 453607)

E-mail: stuart.laird@southlanarkshire.gov.uk