

EAST RENFREWSHIRE COUNCILCABINET28th March 2024Report by Director of EnvironmentEAST RENFREWSHIRE PARKING MANAGEMENT STRATEGY**PURPOSE OF REPORT**

1. This report seeks support in principal for the introduction of parking charges in East Renfrewshire. It outlines the case for the preparation of a Parking Management Strategy informed by feasibility studies and stakeholder engagement to assist with future decisions and policies with the goal of supporting economic activity and placemaking in the area.

RECOMMENDATIONS

2. The Cabinet is asked to:
 - a) Confirm support in principle for the introduction of parking charges
 - b) Approve permission to progress with the undertaking of a programme of work to inform the roll out of a new Parking Management Strategy (with charges), related policies and plans.

BACKGROUND

3. The council is responsible for a number of parking sites across the local authority area, estimated to account for over 2,000 spaces (excluding sites within the council depot and headquarters). These sites include parks, sport pavilions, town centres, libraries and leisure facilities. See full list at Appendix A. This list is provided for information only. Further feasibility and engagement work is to be undertaken prior to determining which sites would be considered for charging.-
4. A Decriminalised Parking Enforcement (DPE) scheme is in place in East Renfrewshire which allows parking attendants to issue Penalty Charge Notices (PCNs) to anyone not following parking rules. DPE allows for safer streets, higher turnover of parking spaces in town centres to support local business, less congestion and improved emergency service access. This scheme has operated at a loss for several years due to increased operating and staff costs, with losses being exacerbated by Covid-19 restrictions.
5. At present, there are no charges for either off-street public car parks or on-street parking in East Renfrewshire. This differs from the current approach taken by most local authorities across Scotland. Of the 21 local authorities with active DPE (Decriminalised Parking Enforcement) powers, 19 have charging structures for at least some of their parking capacity.
6. In January 2017, the Cabinet considered a [report](#) on parking charges and agreed not to take forward charging proposals at that time due to feedback received during a community consultation exercise.

REPORT

7. Due to increasing budget pressures, it is important to revisit the option of introducing parking charges in some of the council's car parks and on street parking spaces. A successful Parking Management Strategy including the introduction of charges would provide income to cover the costs of both the DPE scheme and maintenance of the current public car parking provision. Any additional income generated could help to contribute towards council service running costs and offset future budget savings.
8. Several of the council's parking facilities are in prime locations in town centres close to public transport links. The current lack of regulation/charges encourages commuters to park all day, reducing parking spaces available for potential customers of local businesses.
9. To allow for the preparation of a new strategic Parking Management Strategy (with charges), a programme of work requires to be undertaken to inform the roll out of this strategy and related policies and plans. It is proposed that feasibility work is undertaken to:
 - assess current parking demand and driver behaviour
 - explore ways of increasing the availability of parking in town centres and pressurised areas to enhance placemaking
 - assess if there are any locations that should potentially be exempt from parking charges - covering on and off street parking
 - identify how much income could be generated through parking charges
 - identify costs, technical and operational considerations associated with the introduction of parking charges
 - engage with wider stakeholders including local Elected Members, residents, Economic Development, Estates, Community Safety, Police Scotland, Community and Leisure services local businesses
 - assess the potential impact on reducing traffic and achieving net zero emissions by 2045.
10. Subject to Cabinet approval, a Parking Management Strategy and associated recommendations would be prepared for Cabinet consideration by the end of 2024, prior to the potential introduction of any parking charges from 2025/26 depending on the scope and complexity of the interventions.

FINANCE AND EFFICIENCY

11. A budget is required to commission consultancy services to support the development of a Parking Management Strategy.
12. The potential introduction of future parking charges would help to fund the DPE scheme, maintenance of car parking provision and may generate additional income to support council services in challenging financial times.

CONSULTATION AND PARTNERSHIP WORKING

13. Consultation with key stakeholders will be undertaken as part of feasibility work. A Parking Steering Group (PSG) will be established with representatives from across Council departments and the Culture and Leisure Trust invited to participate.
14. Prior to the introduction of any charges, a comprehensive community engagement plan would be prepared.

IMPLICATIONS OF THE PROPOSALS

15. The development of policies and plans on parking regulations is likely to produce implications for several teams within the Council. Input from property, legal, community safety and IT will be required.
16. An Equality, Fairness and Rights Impact Assessment (EFRIA) will be developed as part of the parking policy development.
17. A Climate Change Impact Assessment (CCIA) will also be developed as part of the parking policy development.

CONCLUSIONS

18. Introducing parking charges in selected locations is expected to increase turnover of usage, making local parking sites more easily available for people accessing local businesses and supporting economic activity in East Renfrewshire.
19. Income generated would support DPE running costs and maintenance of the current public car parking provision with any potential additional income generated contributing to council service running costs and offsetting future budget savings.
20. Feasibility work and the development of a wider Parking Management Strategy with associated policies including the introduction of pavement parking fines, will provide a robust framework for decision making on the potential introduction of parking charges.

RECOMMENDATIONS

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 - b) Approve permission to progress with the undertaking of a programme of work to inform the roll out of a new Parking Management Strategy (with charges), related policies and plans.

Director of Environment

Further information can be obtained from Gillian McCarney Head of Place 0141 577 3116
Gillian.McCarney@eastrenfrewshire.gov.uk

March 2024

APPENDIX A: PARKING CAPACITY

Parking sites owned by the council (excluding the Depot, Council HQ allocated spaces, facilities managed by Education and Health Centres).

To be determined which sites would be considered for introducing charging.

Disabled Person Parking Places (DPPPs)

Electric Vehicle Charging Points (EVCPs).

Table 1 Summary of parking capacity for council-owned sites

Area	Name	Capacity (Including DPPPs)	DPPPs	EVCPs
Barrhead	Aurs Road, (Cowan Park)	60	5	
Barrhead	Aurs Drive, (Auchenback Resource Centre)	23	3	
Barrhead	Carlibar Road, (Train Station)	78	8	
Barrhead	Cochrane Street	35	3	2
Barrhead	Princes Square, (Behind Shops)	28	2	
Barrhead	Ralston Road, (Stormyland Way)	33	2	
Barrhead	Water Road, Foundry Car Park	70	5	2
Barrhead	Water Road Car Park	66	4	
Busby	Mary Young Place	18	2	2
Clarkston	Clarkston Road, (Clarkston Goods Yard)	111	8	2
Clarkston	Clarkston Road, (Clarkston Library)	19	7	
Clarkston	Moray Drive	35	2	
Clarkston	Moray Drive, (Overlee Park)	49	2	
Eaglesham	Gilmour Street, (Eaglesham Library Car Park)	22	2	
Giffnock	Eastwood Park	418	8	
Giffnock	Merryvale Place	23	2	2
Giffnock	Rouken Glen Road, (Rouken Glen Park Small Car Park)	46	16	
Giffnock	Rouken Glen Road, (Rouken Glen Park Large Car Park)	327	3	
Giffnock	Station Road, (Giffnock Train Station)	120	7	
Muirend	Hazelden Park, (Muirend Sports Pavilion)	69	3	
Neilston	Double Hedges Road, (Sports Pavilion)	40	3	
Neilston	High Street, (Kirkstyle Lane)	15	3	

Neilston	Kingston Road	33	0	2
Neilston	Main Street, (Behind Killoch Bar)	14	0	
Neilston	Neilston Road, (Sports Centre & Neilston Library)	30	3	2
Netherlee	Linn Park Avenue, (Netherlee Pavilion)	35	2	
Newton Mearns	Ayr Road, (Lygates House)	13	2	
Newton Mearns	Barrhead Road, (Fairweather Hall)	30	2	
Newton Mearns	Crookfur Road, (Crookfur Pavilion)	113	3	
Newton Mearns	Harvie Avenue, (At Shops)	37	2	
Newton Mearns	Broomburn Shops Car Park, Broomburn Drive	70	5	2
Newton Mearns	Patterton, (Country Park)	119	10	
Newton Mearns	Westacres Road, (Albertslund Community Centre)	17	2	
Thornliebank	Eastwood Crecent	15	2	
Thornliebank	Ingleston Avenue, (Woodfarm Sports Pavilion)	35	3	
Thornliebank	Main Street, (Thorntree Hall)	9	2	
Uplawmoor	Tannoch Road, (Mure Hall)	24	3	
TOTAL		2,391	146	16

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