

Business Operations and Partnerships Department

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Date: 18 March 2024

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TO: Councillors O O'Donnell (Chair); A Anderson (Vice Chair); D Devlin and K Pragnell.

CABINET

Please find attached the undernoted additional items for consideration at the meeting of the Cabinet being held in the Council Chambers, East Renfrewshire Council Headquarters, Eastwood Park, Giffnock on **Thursday, 28 March 2024 at 10.00am**

Louise Pringle

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DIRECTOR OF BUSINESS OPERATIONS & PARTNERSHIPS

AGENDA

Undernote referred to

Item 6 – East Renfrewshire Parking Management Strategy – Report by Director of Environment

Item 8 – Clarkston Active Travel Bridge – Report by Director of Environment

This document can be explained to you in other languages and can be provided in alternative formats such as large print and Braille. For further information, please contact Customer First on 0141 577 3001 or email customerservices@eastrenfrewshire.gov.uk

A recording of the meeting will also be available following the meeting on the Council's YouTube Channel <https://www.youtube.com/user/eastrenfrewshire/videos>

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EAST RENFREWSHIRE COUNCIL

CABINET

28th March 2024

Report by Director of Environment

EAST RENFREWSHIRE PARKING MANAGEMENT STRATEGY

PURPOSE OF REPORT

1. This report seeks support for the preparation of a Parking Management Strategy that will include the introduction of parking charges in appropriate locations. The strategy will be informed by feasibility studies and stakeholder engagement to assist with policies and decisions with the aim of supporting economic activity and placemaking in the area.

RECOMMENDATIONS

2. The Cabinet is asked to:
 - a) Approve the undertaking of a programme of work to inform and develop a new Parking Management Strategy, related policies and plans;
 - b) Confirm support in principle for the introduction of parking charges in appropriate locations; and
 - c) Note that a Parking Management Strategy and associated recommendations will be brought for Cabinet consideration by March 2025.

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. There has been no assessment of on street car parking capacity to date. Feasibility to assess the viability of the introduction of charges and engagement work is to be undertaken prior to determining which locations 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. It is important to manage car parking in our town centres and key locations to encourage economic vitality and turnover of spaces. As part of this, we recommend the exploring of the option of introducing parking charges in some of the council's carparks 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 public car parking provision. It will also take account of enforcement requirements associated with the recently introduced pavement parking legislation. Any additional income generated could help to contribute towards council service running costs. This will be the subject of the feasibility work that requires to be undertaken.
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 Parking Management Strategy, a programme of work requires to be undertaken to inform the 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 accessibility of parking in town centres and pressurised areas to enhance placemaking;
 - assess which locations should 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, Community Councils, Business Improvement Districts, East Renfrewshire Chamber of Commerce, local businesses, Council Services, Police Scotland, East Renfrewshire Culture & Leisure Trust and any other relevant stakeholders that are identified;
 - assess opportunities for increased active travel.
10. Subject to Cabinet approval, a Parking Management Strategy and associated recommendations would be prepared for Cabinet consideration by the end of March 2025.

FINANCE AND EFFICIENCY

11. A budget is required to commission consultancy services to support the development of a Parking Management Strategy. If members are agreed, the budget requirement for this work will be considered as part of the Investment in the Future Reserve proposals to be considered by the Budget Strategy Group and brought back to Cabinet for approval.

12. The investment in infrastructure to support the introduction of charges will be significant and various models will be considered. The strategic and feasibility work will assess the viability of the proposals and inform the recommendations that will be brought back to Cabinet.
13. The potential introduction of future parking charges would help to fund the DPE scheme, maintenance of car parking provision and support investment in the infrastructure requirements.

CONSULTATION AND PARTNERSHIP WORKING

14. 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 consideration will be given to establishing a stakeholder liaison group as the research progresses.

IMPLICATIONS OF THE PROPOSALS

15. The development of a Parking Management Strategy 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) and a Climate Change Impact Assessment (CCIA) will be developed.
17. Subject to the approval of the Parking Management Strategy, a Traffic Regulation Order may also be required.

CONCLUSIONS

18. The development of a Parking Management Strategy and associated studies will provide a robust framework for decision making in relation to improved placemaking, economic vitality, opportunities for active travel and the potential introduction of parking charges.

RECOMMENDATIONS

19. The Cabinet is asked to:
 - a) Approve the undertaking of a programme of work to inform and develop a new Parking Management Strategy, related policies and plans;
 - b) Confirm support in principle for the introduction of parking charges; and
 - c) Note that a Parking Management Strategy and associated recommendations will be brought for Cabinet consideration by March 2025.

Director of Environment,
Further information can be obtained from Michaela Sullivan, Head of Place
Michaela.Sullivan@eastrenfrewshire.gov.uk
March 2024

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EAST RENFREWSHIRE COUNCIL

CABINET

28 March 2024

Report by Director of Environment

CLARKSTON ACTIVE TRAVEL BRIDGE

PURPOSE OF REPORT

1. The purpose of this report is to inform Members about the Clarkston Active Travel Bridge and to seek approval to directly appoint Network Rail to design a new active travel bridge across the railway at Clarkston adjacent to the existing B767 road bridge and install the Active Travel Bridge on site.

RECOMMENDATIONS

2. It is recommended that the Cabinet:
 - (a) Approves in terms of Clause 23.6 of the Council's Standing Orders Relating to Contracts, an exemption from Contract Standing Orders on the grounds of special circumstances to enable East Renfrewshire Council to appoint Network Rail, and;
 - (b) Authorises the Head of Place to approve and sign the Service Level Agreement between East Renfrewshire Council and Network Rail.

BACKGROUND

3. The department is currently leading the development of the Clarkston to Muirend Active Corridor funded via the Sustrans Places for Everyone programme. This project aims to improve active travel infrastructure on the B767, which is identified and approved by Council as Strategic Cycle Corridor 3 in Local Development Plan 2.
4. A key constraint is the existing crossings of the railway at Clarkston. The B767 road bridge has a substandard footway that is too narrow to accommodate separated cycleway, while the nearby footbridge is unsuitable for cycle traffic due to its limited width and indirect route. A feasibility study conducted in 2021 by AECOM concluded that these constraints could be overcome by constructing a new foot/cycle bridge adjacent to the current road bridge.

REPORT

5. The Council has worked with Network Rail to prepare a 'Development Services Agreement', which would see Network Rail lead the project. Funding has been awarded via Transport Scotland's Active Travel Transformation Fund to support design activity.
6. The report is seeking Cabinet approval for an exemption to standard procurement procedures to allow East Renfrewshire Council to directly award the contract to

Network Rail with an estimated cost of £193,500 to carry out a full design package for a new walking, wheeling and cycling bridge across the railway at Clarkston adjacent to the existing B767 road bridge. This will also create a safe link between the Goods Yards car park and the town centre. Appendix 1 includes a site plan.

7. The project justification to proceed with the direct award is as follows:
 - a. Delivery of the detailed design activity by the Council would depend on obtaining access to the railway to conduct topographical and ground investigation surveys. Network Rail's approval of any work carried out on-site by a third party (and the signing of an 'asset protection' agreement) is a mandatory and lengthy process. This would present a risk that the proposed project would not be achieved within the timeframe of the railway electrification project, leading to future construction constraints, negative effects on the local community and railway users, and possible inability to achieve a crossing in the near future.
 - b. Network Rail electrification of the Glasgow to East Kilbride railway line is a live project and there is a risk that the design process would not take account of the new pedestrian and cycle bridge design. An agreement with Network Rail would allow seamless working between our project and Network Rail and reduce any delays or negative effects.
 - c. Network Rail is required to improve station accessibility and access as a part of their project on the railway, this will include a new footbridge being installed, and a new access from platform two from its northern end into the Clarkston town centre carpark. The agreement between the Council and Network Rail will allow a more appealing and accessible step-free access to the station platform two and stepped access to platform one.

FINANCE AND EFFICIENCY

8. The contract award to Network Rail to carry out the design package for the bridge is £193,500.
9. Full funding (£240,000) has been awarded by Transport Scotland via the Active Travel Transformation Fund (ATTF), to progress the concept and detailed designs for this new crossing. The ATTF award includes allowance for Council officer time to oversee this work and contingencies. There is no additional financial burden on the Council to progress this design work.

CONSULTATION

10. The Department is currently leading the development of the Clarkston – Muirend Active Corridor funded via Sustrans Places for Everyone funding which will have multiple public engagement and consultation in Spring via in-person events and Commonplace Platform.
11. Engagement is also planned with internal departments and team within East Renfrewshire, and external partners, ScotRail, Transport Scotland, Sustrans, and Strathclyde Partnership for Transport.
12. Legal Services have been consulted and have agreed that there is justification for a direct award under Public Contracts Scotland regulations.

PARTNERSHIP WORKING

13. This project has involved close partnership working with Sustrans Scotland, Network Rail and Transport Scotland.

IMPLICATIONS OF THE PROPOSALS

14. The development of the design for the new foot/cycle bridge at Clarkston will not have impact on council staffing, property, IT, or subsidy control.

CLIMATE CHANGE IMPACT ASSESSTMENT

15. A Climate Change Impact Assessment has been completed, and this proposal will have a small detrimental impact on council operational emissions achieving net zero and a small positive effect on community climate impacts.

EQUALITY, FAIRNESS AND RIGHTS IMPACT ASSESSMENT

16. An Equalities Fairness & Rights Impact Assessment (EFRIA) screening will be carried out and reviewed alongside the design process.

RECOMMENDATIONS

17. It is recommended that the Cabinet:
 - (a) Approves in terms of Clause 23.6 of the Council's Standing Orders Relating to Contracts, an exemption from Contract Standing Orders on the grounds of special circumstances to enable East Renfrewshire Council to appoint Network Rail, and;
 - (b) Authorises the Head of Place to approve and sign the Service Level Agreement between East Renfrewshire Council and Network Rail.

Director of Environment

For further information contact: Michaela Sullivan, Head of Place

Michaela.Sullivan@eastrenfrewshire.gov.uk

March 2024

Appendix 1 - Site Plan

