

**Department of Corporate and Community Services**

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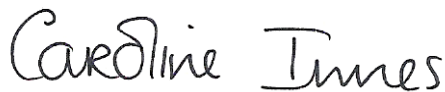
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TO: Councillors J Fletcher (Chair); T Buchanan; D Devlin; E Green; A Lafferty; I McAlpine;  
M Montague; and V Waters.

**CABINET**

Please find attached, for your attention, a copy of the undernoted item to be considered at the meeting of the Cabinet to be held in the Council Chamber, East Renfrewshire Council Headquarters, Eastwood Park, Giffnock on **Thursday, 26 January 2017 at 10.00am.**



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DEPUTY CHIEF EXECUTIVE

**UNDERNOTE REFERRED TO:**

**Introduction of Off Street Parking - Report by Director of the Environment (copy attached, pages 3 -16) (To be presented by the Convener for Infrastructure and Sustainable Growth).**

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EAST RENFREWSHIRE COUNCIL

CABINET

26 January 2017

Report by Director of Environment

INTRODUCTION OF OFF STREET PARKING

**PURPOSE OF REPORT**

1. The purpose of this report is to advise the Cabinet of the results of the statutory consultation carried out in connection with the proposed introduction of off street car park parking charges and controlling regulations.

**RECOMMENDATIONS**

2. It is recommended that the Cabinet recommend to the Council:
- (a) That the Council do not proceed with the introduction of off street parking charges; and
  - (b) That the Director of Environment brings forward a report to the Council to make and confirm the East Renfrewshire (Off-Street Parking Places) Order in part, to bring into force the off street car park controlling regulations.

**BACKGROUND**

3. In April 2016 the Council noted the recent reviews of the Councils Traffic Regulation Orders in Clarkston, Barrhead and Giffnock which had sought to control the turnover of on street spaces by the use of limited waiting. This had successfully enabled town centres to have short term spaces that are used a number of times a day thereby stimulating economic activity rather than long term parking.

4. The report to the Council also noted that there are competing demands for parking between shoppers, residents, workers and commuting residents particularly in relation to off street parking. Many commuting residents wish to daily park away from their homes but close to key bus and rail points within town centres. However, at these locations the Council's ability to provide additional space to meet demand is limited due to land availability. The report suggested therefore that the way in which turnover of these spaces could be managed should be considered through the introduction of off street parking charges at selected locations.

5. In addition the report highlighted that this proposal was part of the Council's planned savings through the generation of income of £200,000 from the financial year 2017/18 onwards.

6. The Council at that meeting therefore approved the preparation and advertisement of a Traffic Regulation Order to introduce off street parking charges in selected Council operated off street car parks.

7. In October 2016 a further more detailed report was submitted to the Council proposing a preferred option for the level of charges to be introduced and the locations where charging could be implemented (Appendix 1).

8. The report also advised of proposals for the introduction of updated controlling regulations for a number of off street Council car parks regardless of whether or not parking charges would apply. These controlling regulations covered issues such as parking only in marked bays, vehicle maintenance, permitted vehicles, parking of mobile homes etc. The implementation of controlling regulations would enable the Councils parking attendants to help manage the car parks more effectively and issue penalty charge notices where there are infringements. These car parks are listed in Appendix 2.

9. Following a discussion around various options the Council at that meeting

- Agreed to consult on parking charges being implemented in the car parks set out in Appendix 1 to the report and parking levy option 2 as outlined in Appendix 1;
- Noted the proposal that controlling regulations would be updated and cover all car parks set out in Appendix 2 to the report; and
- Authorised the Director of Environment to advertise for consultation the Traffic Regulation Order in accordance with statutory processes

## REPORT

10. The draft order as advertised was in two parts

- The first part of the draft order proposed to introduce parking charges in certain car parks
- The second part of the draft order proposed to introduce or amend controlling regulations within Council car parks

11. The consultation period closed on 2<sup>nd</sup> December 2016. Around 400 representations have been received opposing the introduction of charges. In addition there has been a petition with over 1500 signatures, a survey received from Broomburn shop workers and many comments left on the Council's social media pages.

12. All of the objections relate to the introduction of charging. No representations have been received in relation to the proposed controlling regulations.

13. The majority of the objections raised refer to the Councils use of parking charges as a "money making exercise" and also the uncertainty around the level of displacement and disruption which may be caused by those unwilling to pay a charge (including all day commuters) and resultant parking in nearby residential streets.

14. Some of the most common comments/themes are attached (Appendix 3). Displacement parking is clearly a concern to residents living near car parks listed in the Order.

15. Perhaps most importantly the consultation has shown that there are conflicting demands and expectations from different categories of users of Council car parks in addition to real concerns from local residents with regard to the possibility of parking displacement.

16. The consultation raised valid and important issues in the context of managing parking. There are no simple solutions to the issues raised and alterations to the charging structure will inevitably and substantially reduce any income generated.

17. Taking account of the nature of the representations and alternative suggestions put forward at the Council meeting a number of options have been considered.

## Option Appraisal

18. The main options are

19. **Proceed With The Charging Levy As Proposed by the Council in October 2016**

- It is clear from the consultation that there is wide dissatisfaction with the proposal from a range of users and from local residents.

20. **Vary The Proposed Charging Levy Downwards And Consider A Residents Parking Permit Scheme**

- Any changes to pricing structure, removal of spaces within a car park or removal of a car park from the scheme in its entirety will have a significant impact on projected income. Some examples are set out below
  - Charging zero for the first two or three hours would reduce parking income by £19,000 and £55,000 respectively (£74,000 cumulatively)
  - The introduction of residents parking permits based on a rough assessment of eligible households would further reduce parking income by a figure of £64,000 and would have administrative costs (approximately £10,000 but possibly more)
  - Removing charges at Overlee car park on Saturday mornings only would further reduce income by £7,000
- Any range of options regarding the level of charging could be considered. However, it is clear that any deviation from the previously approved pricing strategy has a major impact on the proposed savings.
- As stated above a residents parking permit scheme would reduce income by a figure of around £64,000 and would have additional administrative costs associated with it. To establish a residents parking scheme would bring with it a range of issues requiring further consideration (Appendix 4).
- In any case changes to the pricing structure would not resolve some of the valid issues raised by residents, businesses, commuters and car park users.

21. **Bringing Forward Charging Proposals For Individual Car Parks On A Case By Case Basis**

- The consideration of each car park on an individual basis at this point in time is unrealistic. The same issues are likely to emerge and economies of scale with regard to processing the Orders, setting up the necessary infrastructure (parking machines etc.) and the staff resources required to progress the Orders would be disproportionate to any benefit, financial or otherwise, achieved by the Council.
- This option would clearly have additional cost implications for the Council particularly if proposals were developed in the context of a comprehensive parking strategy covering each individual car park and mitigating the impact of any changes through the introduction of yellow lines and further Traffic Regulation Orders. Given the current difficult financial situation facing the Council from 2017/18 onwards it would be difficult if not impossible to pursue such a proposal.

22. **Introduce Controlling Regulations Only**

- Controlling Regulations would cover issues such as parking only in marked bays, vehicle maintenance, permitted vehicles and the parking of mobile homes etc. The implementation of these controlling regulations would enable better management of the car parks. As stated above there were no objections to this element of the consultation.
- Making the East Renfrewshire (Off-Street Parking Places) Order in part will mean that we cannot introduce parking charges to any of the car parks listed unless a specific traffic regulation order is promoted. This would require the statutory procedures to be followed, including advertisement and consultation and reports brought forward to Council to make the appropriate Order.

**23. Drop Proposals To Introduce Any Parking Charges**

- As stated above this was a consultation exercise on a proposal to introduce charges (and controlling regulations). A number of issues have been raised with regard to various aspects of parking. There is no requirement for the Council to proceed to implement any charging regime. It is open to the Council to drop the proposal having listened to its residents and businesses.

**24. Preferred Option**

Given this combination of factors the Cabinet may wish to recommend to the Council

- In view of the number and different categories of representation that the proposal to introduce charging for off street parking is no longer proceeded with
- That the Director of Environment progress the controlling regulations through a further report to the Council

**FINANCE AND EFFICIENCY**

25. Amendments to the existing proposal for off street parking charges will have a substantial effect on the £200,000 target figure for savings.

**CONSULTATION**

26. Consultation on these proposals has been undertaken in terms of the Traffic Regulation Order Statutory Procedures.

## **PARTNERSHIP WORKING**

27. Roads and Transportation has been working in partnership with Community and Democratic Service, Legal Services, IT and Customer First to draft the Traffic Regulation Order.

## **IMPLICATIONS OF THE PROPOSALS**

28. The implications of the proposals are dependent upon the decision of the Cabinet and the Council.

## **CONCLUSIONS**

29. The proposal was aimed at managing parking better in Council owned car parks whilst at the same time generating income to prevent other services being cut. Some of the aims included

- Preventing commuters from parking free of charge all day at the expense of other potential users of the car park. Anecdotally, it is understood that commuters resident outwith the area travel in to use free all day parking
- To increase the turnover of spaces so that users of facilities (for example the Foundry, and libraries) can park near to the facility
- To benefit local businesses by increasing parking turnover as was the aim with the on street Traffic Regulation Orders

30. The consultation has demonstrated that the introduction of parking charges as proposed in October 2016 will not achieve the desired outcomes of all residents and businesses.

## **RECOMMENDATIONS**

31. It is recommended that the Cabinet recommend to the Council:

- (a) That the Council do not proceed with the introduction of off street parking charges; and
- (b) That the Director of Environment brings forward a report to the Council to make and confirm the East Renfrewshire (Off-Street Parking Places) Order in part, to bring into force the off street car park controlling regulations.

Director of Environment

Further information can be obtained from Andrew Cahill, Director of Environment on 0141 577 3036 or [Andrew.cahill@eastrenfrewshire.gov.uk](mailto:Andrew.cahill@eastrenfrewshire.gov.uk)

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**PROPOSED PARKING CHARGES LEVY**

<b>Option 1</b>			
<b>Car Parks</b>	<b>Parking Regime</b>	<b>Predicted Income</b>	<b>% Displacement</b>
Foundry Car Park Barrhead	0 to 2hrs Free/ All day parking £3	£41,446.55	45
Broomburn Shops N. Mearns	0 to 2hrs £1 / All day parking £3	£40,563.49	45
Cochrane Street Barrhead	0 to 2hrs £1 / All day parking £3	£20,798.76	45
Overlee and Moray Clarkston	All Day parking £2	£27,061.32	45
Merrylee Place Giffnock	0 to 2hrs £1 / All day parking £3	£18,311.97	45
Station road Giffnock	0 to 2hrs £1 / All day parking £3	£52,840.79	45
Clarkston Goods Yard	0 to 2hrs £1 / All day parking £3	£72,923.14	45
	Deductions for Maintenance	70,000	
		£203,946.02	

<b>Option 2</b>			
<b>Car Parks</b>	<b>Parking Regime</b>	<b>Predicted Income</b>	<b>% Displacement</b>
Foundry Car Park Barrhead	0 to 2hrs Free/ All day parking £4	£55,262.06	45
Broomburn Shops N. Mearns	0 to 2hrs free /All day parking £4	£23,700.02	45
Cochrane Street Barrhead	0 to 2hrs 50p /All day parking £4	£21,797.18	45
Overlee and Moray Clarkston	All Day parking £3	£40,591.98	45
Merrylee Place Giffnock	0 to 2hrs 50p /All day parking £4	£18,481.46	45
Station road Giffnock	0 to 2hrs 50p /All day parking £4	£65,588.09	45
Clarkston Goods Yard	0 to 2hrs 50p /All day parking £4	£83,818.88	45
	Deductions for Maintenance	70,000	
		£239,239.67	

**Notes**

- No charges will apply to holders of valid Blue Badges
- Charges apply Monday – Saturday 08:00 – 18:00
- All figures above are estimates based on selected survey data
- Percentage displacement is an approximate figure of reduced car park use due to charging

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### CAR PARKS WHERE CONTROLLING REGULATIONS WILL APPLY

Area	Name	Ownership	Capacity (Including DPPB's)	DPPB's
Barrhead	Cochrane Street	Council - R&T Operated	38	3
Barrhead	Lowndes Street, (Council Office Car Park)	Council - Other	20	1
Barrhead	Princes Square, (Behind Shops)	Council - R&T Operated	30	2
Barrhead	Ralston Road, (Stormyland Way)	Council - R&T Operated	19	2
Barrhead	Water Road, (Barrhead Sport's Centre)	Council - R&T Operated	70	5
Barrhead	Water Road, (Behind Council HQ)	Council - Other	66	4
Busby	Mary Young Place	Council - R&T Operated	17	2
Clarkston	Clarkston Road, (Clarkston Goods Yard)	Council - R&T Operated	119	8
Clarkston	Clarkston Road, (Clarkston Library)	Council - Other	20	7
Clarkston	Moray Drive	Council - R&T Operated	40	2
Clarkston	Moray Drive, (Overlee Park)	Council - Other	47	2
Giffnock	Eastwood Park, (Council HQ)	Council - Other	264	15
Giffnock	Eastwood Park, (Eastwood House)	Council - Other	25	8
Giffnock	Merryvale Place	Council - R&T Operated	27	2
Giffnock	Rouken Glen Road, (Rouken Glen Park Large Car Park)	Council - Other	353	16
Giffnock	Rouken Glen Road, (Rouken Glen Park Small Car Park)	Council - Other	35	3
Giffnock	Station Road, (Giffnock Train Station)	Council - R&T Operated	117 (77 ERC)	7
Muirend	Hazelden Park, (Muirend Sports Pavilion)	Council - Other	82	3
Neilston	Kingston Road	Council - R&T Operated	33	0
Neilston	Main Street, (Behind Killoch Bar)	Council - R&T Operated	17	0
Neilston	Neilston Road, (Neilston Library & Leisure Centre)	Council - Other	30	3
Netherlee	Linn Park Avenue, (Netherlee Pavilion)	Council - Other	37	2
Newton Mearns	Ayr Road, (Broom Shops)	Council - R&T Operated	42	3
Newton Mearns	Barrhead Road, (Fairweather Hall)	Council - Other	11	2
Newton Mearns	Crookfur Road, (Crookfur Pavilion)	Council - Other	113	3
Newton Mearns	Harvie Avenue, (At Shops)	Council - R&T Operated	34	2
Newton Mearns	Mearns Road, (Broomburn Shops)	Council - R&T Operated	80	5
Newton Mearns	Westacres Road, (Albertslund Community Centre)	Council - Other	10	2
Thornliebank	Eastwood Crescent	Council - Other	16	2
Thornliebank	Carnwadric Road, (Council Depot)	Council - Other	100	2
Thornliebank	Ingleston Avenue, (Woodfarm Sports Pavilion)	Council - Other	41	3
Thornliebank	Main Street, (Thorntree Hall)	Council - Other	10	2
Uplawmoor	Tannoch Road, (Mure Hall)	Council - Other	24	3

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- Additional costs of £20 per week to park and commute to work. (£80 - & £100 a month)
- Additional cost for shop workers near the car parks (in Clarkston, Giffnock, Barrhead) generally on low wages making working no longer viable
- Increased congestion and resultant risks to Road Safety on side streets near car parks where charges are proposed
- Increased obstruction for pedestrians including wheel chair & push chairs users and to obstruction to driveway access due to the increase of on-street parking
- Footway parking will increase damage to the footways
- Objecting to charges in some car parks whilst no charges are proposed for others such as the Eastwood Park Car Park and therefore no financial cost to Council employees
- Majority of Objection citing unacceptable levels of increased on-street parking by those not willing to pay for parking
- Loss of footfall to local shops as shoppers will travel elsewhere where they can park for free
- Discouraging use of the Library's at both Clarkston & Giffnock
- Discouraging use of the Overlee playing fields for taking children for exercise or to ride their bikes and for walking dogs
- Users of the Foundry claiming it takes more than 2 hours to do their activity then have a coffee or go to the Library etc.
- Residents living close to Broomburn Shops Car Park, Clarkston Goods Yards Car Park, Giffnock Station Car Park, Cochrane Street Car Park and who have no alternative place to park near their homes would be financially penalised
- The proposal is purely for 'money making' and not to encourage increased use of the car parks for the benefit of the local businesses.

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### Parking permits

Issues that need to be addressed if a parking permit scheme is to be considered.

- Who qualifies – residential or commercial properties or both?
- Is the permit linked to the property / the owner / the tenant / a vehicle?
- How many permits per property / owner etc? Is it 1 per property or would we wish to accommodate the 2 & 3 car household such as the one in Giffnock flats?
- How many spaces does this represent and could we accommodate all the potential permit holders wishing to park at once?
- If parking permit holders park for long stay how would we manage a turnover of space to create economic activity?
- Would we allocate a number of spaces as permit holders only or simply allow permit holders to park in the relevant car park.
- How would we secure the permit so it cannot be copied & ensure fraud is kept to a minimum?
- How long would the permit last. Would there be an expiry date?
- How would we deal with change of tenancy / holder details / registration changes?
- What enforcement regime would there be for permit holders?
- Who would administer the permit scheme?
- Would there to be a charge for a parking permit?
- If parking permits are granted for residents / businesses in Clarkston for example, what would the policy be regarding the vast number of residential properties on Busby Road, Eaglesham Rd, East Kilbride Rd, Mearns Rd, Stewart Dr, Sunnyside Dr etc that asked for parking permits as they have limited waiting outside their homes and no driveways?
- A conservative figure of £10k has been accounted for regarding the administration of a scheme. Depending on the final outcome of the scheme, a full time post may be required to administer it which would cost around £30k.

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