

EAST RENFREWSHIRE COUNCIL20 April 2016Report by Director of EnvironmentINTRODUCTION OF OFF-STREET PARKING CHARGES**PURPOSE OF REPORT**

1. The purpose of this report is to seek Council approval for Roads & Transportation Services to prepare and advertise a Traffic Regulation Order to introduce off-street parking charges. The Traffic Regulation Order will identify in detail the locations where charging will be introduced and include the necessary charging regimes at each location.

RECOMMENDATIONS

2. The Council is asked to approve the preparation and advertisement of a Traffic Regulation Order in accordance with the statutory procedures to introduce off-street parking charges in selected Council operated off-street car parks.

BACKGROUND

3. East Renfrewshire Council became the "Parking Authority" in 2013 when parking offences were decriminalised. This enabled the Council to enforce on and off street parking regulations within the Council area.

4. The demand for parking space is influenced mainly by land use and the quality and availability of public transport. In East Renfrewshire there are competing demands for parking between shoppers, residents, workers and commuting residents who wish to daily park away from their homes but close to key bus and rail points within our town centres. However, at these locations the Council's ability to provide additional space to meet demand is limited due to land availability. Parking demand within East Renfrewshire is also influenced by its proximity to the city of Glasgow and surrounding larger authorities. It is clear that East Renfrewshire's commuters are sensitive to changes in the parking policies in other authorities. For example, the Council has recently had complaints from residents in Busby due to the implementation of charging around the train stations in East Kilbride. This in turn is causing drivers to use Busby station and park in the vicinity. Therefore, the way in which turnover of these spaces can be managed must be considered.

REPORT

5. Recent reviews of the Council's Traffic Regulation Orders in Clarkston, Barrhead and Giffnock have sought to control the turnover of on-street spaces by the use of limited waiting. This enables the 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. This is an effective method of parking management and can be enforced by the Council's Community Wardens.

6. Within the Council the internal management of off street car parks is split between Roads & Transportation Services and other service departments. There are also car parks which are jointly owned with other parties, for example, Network Rail jointly own Giffnock Station Car Park. There are relatively few privately operated off street car parks in East Renfrewshire and at present only The Toll, Clarkston has parking charges.

7. There are a number of off street car parks that provide an important shopping and commuter function. The management of the turnover of spaces within these car parks can only effectively be controlled by the introduction of parking charges.

8. The introduction of parking charges can only be achieved through the promotion of a Traffic Regulation Order. This must be advertised, is open to public objection and where objections are maintained may be subject to a public hearing. Due to the timescales this process must commence as soon as possible. The Traffic Regulation Order will detail the various charging regimes.

9. It is proposed that the Council seek to introduce parking charges in the following off street car parks:

- Clarkston Goods Yard
- Giffnock Station (ERC Section)
- Merryvale Avenue
- Patterton Country Park
- Carlibar Road Barrhead
- Kingston Road Neilston.
- Future Barrhead South Train Station.

10. The above locations were chosen for the following reasons,

- All car parks are used by both commuters and shoppers.
- There is little room for displacement parking around these locations.
- The car parks are large enough to provide the financial return on investment.

11. It is also proposed that in conjunction with the introduction of parking charges each of the car parks attains the industry quality standard "Park Mark" for its facilities. This will require investment in general repairs and where necessary lighting, lining, signing and in some instances CCTV. This is in addition to the hardware required for off-street charging (ticket machines).

FINANCE AND EFFICIENCY

12. The Council in March 2016 agreed in principle that capital provision of £155,000 during 2016/17 be made available to progress this proposal with a view to the introduction of parking charges being brought forward in 2017/18.

13. The procurement of the necessary charging equipment can be purchased through a national framework agreement. This has enabled meaningful discussions to take place with the major suppliers and this capital sum should be sufficient to provide the necessary equipment to be purchased for the above car parks.

14. Initial discussions have taken place between staff in Roads & Transportation & Democratic & Partnership Services with a view to incorporating the enforcement of off street parking charges within the remit of the Community Wardens. A future report will be brought to the Cabinet seeking to establish parking charges in the area.

15. This project is part of the Council's planned savings proposals, which seeks to realise income of £200,000 from financial year 2017/18 onwards. It should be noted that any income not utilised in operating the scheme should be used to improve parking provision, road safety and other prescribed roads projects. The current Roads budgets will be adjusted from 2017/18 to reflect this and to release the saving.

CONSULTATION

16. Consultation on these proposals will form part of the Traffic Regulation Order Statutory Procedures.

PARTNERSHIP WORKING

17. It is anticipated that staff in Roads & Transportation Services will work closely with Democratic & Partnership Services staff to prepare the Traffic Regulation Order and associated procurement of the equipment to enable parking charges to be implemented.

IMPLICATIONS OF THE PROPOSALS

18. The implications of the proposals in terms of staffing, property, legal, IT, equalities and sustainability will not be fully known until the Statutory Procedures for the Traffic Regulation Order are complete.

CONCLUSIONS

19. To manage the turnover of spaces within off street car parks that provide an important shopping and commuter functions it is proposed to promote a Traffic Regulation Order to introduce parking charges in selected Council operated off street car parks:

RECOMMENDATIONS

20. The Council is asked to approve the preparation and advertisement of a Traffic Regulation Order in accordance with the statutory procedures to introduce off-street parking charges in selected Council operated off-street car parks.

Director of Environment

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