



CAMBUSLANG Community Council

Councillor John Anderson
Chair, Community & Enterprise Resources Committee
South Lanarkshire Council
Council Offices
Almada Street
Hamilton ML3 0AA

20 January 2019

Dear Councillor Anderson,

Resident Parking Permit Zone Consultation – Cambuslang

I am writing on behalf of Cambuslang Community Council to request an extension to the timescale of current consultation being conducted on the creation of a Resident Permit Parking Zone in Cambuslang, and to provide more guidance to the local community on the options and implications of a RPPZ.

Cambuslang Community Council was not consulted on the proposal or the decision (in October 2018) by the SLC Community & Enterprise Resources Committee to undertake the consultation. This is despite the fact that CCC has conducted community and business surveys on the issue of parking in Cambuslang, and we have had frequent meetings with the Council Leader, the Executive Director of Economic Development, and senior officials from Road & Transportation over the past two years.

SLC officials are well aware of our concerns on this issue, as we submitted a Participation Request in July 2017 for the participation of CCC in a Park & Ride feasibility study, and "the wider processes of planning and implementing parking provisions in Cambuslang". This Request was accepted by SLC in August 2017, yet a year later a proposal on parking in Cambuslang was put to your Committee, discussed and decided without reference or involvement of CCC. This is surely not in the spirit of how community participation should be working.

Turning to the substance of the consultation, we have the following specific concerns.

First, **we consider it premature to be consulting on an RPPZ without having determined the overall strategy to deal with parking problems in Cambuslang.** The survey research conducted by CCC, and the detailed Park & Ride Study conducted for SLC by AECOM (Phase 1) makes clear that resolving parking pressures in the town needs to balance the interests of residents, business people, commuters and visitors. There is no indication of the strategic response of SLC to the AECOM study, and SLC has not provided any guidance on how it intends to respond to the specific recommendations produced.

We have just received notification from AECOM that they have been appointed by SLC to undertake Phase 2 of the Cambuslang Park and Ride study, with the remit "*to look further into the options and recommendations identified during Phase 1 (completed in 2018), and following further appraisal and review provide outline designs and estimated costs for the emerging preferred options, along with recommendations on steps required to progress the preferred option.*" It is difficult to comprehend why SLC is pre-empting this work which presumably will assess whether and what form of Controlled Parking Zone suits Cambuslang.



We are well aware of the increasing problems of commuter parking in streets and car parks to the north and south of the Main Street, and we appreciate the logic of considering an RPPZ. We know that some residents are finding commuter cars blocking their drives, parking in reserved spaces, parking on pavements, and blocking access by refuse vehicles and other services.

However, introducing an RPPZ without providing alternative capacity will either displace commuter parking (potentially to the disadvantage of other residents outside the zone), crowd out further the space for shoppers to park in the centre of the town, or encourage commuters to drive rather than taking the train. We know that local churches are very unhappy about the prospect of parishioners and visitors not being able to park in local streets during services. Local businesses are concerned at shoppers not being able to park close to the Main Street given that car parks are invariably full during the working week.

These issues need to be addressed as part of an overall parking strategy for Cambuslang, which SLC has yet to make public.

Second, **it is unclear why SLC is consulting on an RPPZ**. The AECOM study lists three options for a Controlled Parking Zone, and there are other variants in use across the UK, some involving resident permits and others without. The consultation makes no attempt to present the different options, their strengths and weaknesses, and how and where they might apply to Cambuslang. The impression given to the community from the consultation is that a residents' permit scheme may be introduced across the whole of the town centre and that visitors, shoppers etc will not be able to park on local streets.

This has understandably given rise to major concern among local residents, businesses and other organisations, with anger and distress being voiced on social media and in representations to CCC. This is wholly counterproductive on an issue which requires informed discussion, an appreciation of options and experience elsewhere, and an understanding of the trade-offs involved.

The SLC consultation is poorly designed in this regard. We know from our discussions with local residents, businesses, churches and other organisations that agreement (or not) on the principle of an RPPZ, its application during the day, and its geographical scope are influenced by the type of Controlled Parking Zone that could be implemented. Among the questions that keep coming up are why such a large area is proposed for the RPPZ, and why no mention is made of possible charges for parking permits (which elsewhere can cost several hundred pounds per year).

Prior consultation would have allowed these issues to be discussed, the consultation questionnaire structured accordingly, and for CCC to have supported SLC in informing the local community. Given that this has not happened, we propose the following measures to enable the maximum value to be gained from the consultation.

1. We propose organising a public meeting at an early opportunity in order to provide local residents and business-people with adequate information on the context for the RPPZ proposal, the options for the design and operation of an RPPZ, and the process for deciding on a particular variant. We would like to invite you and one of the senior SLC officials responsible for parking to participate in the meeting.
2. In order to provide sufficient time for a meeting to be organised and subsequent reflection and response, we propose that the timetable of the consultation is extended to the end of February 2019.

3. CCC is willing to support the above exercise, by providing appropriate information and encouraging a response online, via social media and in the local press.

Thank you for your consideration of these issues, and we look forward to hearing from you as soon as possible.

Kind regards,

A handwritten signature in black ink, appearing to read 'John Bachtler', is centered within a light gray rectangular box.

John Bachtler
Chair, Cambuslang Community Council

cc. Cllr John Bradley, Cllr Ann Le Blond, Cllr Margaret Walker, Mr Stuart Laird