



The Scottish Parliament
Pàrlamaid na h-Alba

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Member for Eastwood

Chief Officer Legal & Procurement
East Renfrewshire Council
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Dear Sir

Proposed Parking Charges Across East Renfrewshire

My representation relates to those proposals which affect constituents in my Eastwood Scottish parliamentary constituency.

General Comments

The proposals made represent a significant change and will affect a great many people and I note the relatively short period for consultation. A considerable number of constituents have now written to me but it is clear that a great many more are only now becoming aware of what is proposed and how it will or may affect them.

1. Why has such a major change been the subject of such a short period of consultation?

It is not clear why these changes and charges are being proposed.

2. Are the charges being proposed to raise money for the council, to ease congestion or to facilitate access at popular locations?

A significant number of sites are covered in the order but are not subject to any proposed charges at this time.

3. Is it intended to introduce charges at a later date at sites where no charges are presently proposed?

In my view not enough time has been given for my constituents to properly consider these proposals and no coherent justification has been given as to why they are being proposed at all. This is unacceptable.

No sensible explanation has been offered as to the justification for the variable bands proposed and in some cases these will, if implemented, have a deleterious effect on local businesses and residents.

Specific Representations

The 2hr period appears arbitrary and unhelpful. It should be noted that supermarket and shopping centre owned car parks (for example locally at The Avenue at Newton Mearns) have settled on a standard 4hr non chargeable period throughout most of the UK. This allows a reasonable time for all people to park and either shop, visit a hairdresser or local library or other facility or enjoy a meal. Crucially, it allows those businesses to trade without the disincentive of a parking tariff being included.

Creating such a tariff for businesses could well lead to smaller, local and independent businesses losing out to supermarket and shopping centres.

Similarly, there is little if any evidence of congestion at these sites on Saturdays, the majority of any congestion arising from weekday commuter parking. Applying charges on Saturdays may well prove counter productive, adversely affecting local business and part time, Saturday working, employees.

- 4. I would propose a general 4 hour non charging period as this would be consistent with supermarket and shopping centre practice.**
- 5. The charges should only apply from Monday to Friday. There is far less evidence of congestion at local car parks on Saturdays and I have received specific representations that this will adversely affect part time Saturday only workers.**

Broomburn Shops Car Park

I understand that it has been observed that some drivers are using this location as a commuter rendezvous or rendezvous for shared driving to a more distant leisure venue, in both cases parking several cars while travelling thereafter in one.

That this reduces available parking for short term access is undesirable.

However, the mix of local shops includes retail, a restaurant and hairdressing any combination of which could easily exceed the 2hr period.

- 6. I would propose a 4 hour non charging period. This would facilitate access to the local businesses while discouraging commuter and other shared leisure use parking for locations elsewhere and would be consistent with supermarket and shopping centre practice.**
- 7. As in (5), Saturday charging will adversely impact a number of part-time Saturday only workers and is unnecessary as there is no evidence of congestion at this car park on a Saturday.**

Merryvale Place Car Park, Giffnock Station, Clarkston Goods Yard Car Park

- 8. Any immediate charge at either Giffnock or Clarkston is a perceived charge on access and use of the local libraries and represents a de facto charge on learning. This is unacceptable.**
- 9. I would propose a 4 hour non charging period at Merryvale Car Park. For the same reasons as in (5)**

While I understand the wider motivations at both Clarkston and Giffnock to discourage commuter parking, the reality is that this can only lead to displacement onto local residential streets.

In Clarkston, in particular, there is already widespread concern about the disruption and inconvenience caused to local residents which can only be compounded by these proposals.

Given that the roof top car park in Clarkston, which unusually does charge for immediate use, always has additional capacity, it is clear that drivers will search out free parking alternatives to any charging regime. This is clear evidence of the likely displacement charging at Clarkston will create.

10. What assessment has been made of the likely displacement onto residential streets arising from proposed charges at Clarkston and Giffnock?

11. What additional plans do ERC have to ameliorate any displacement and inconvenience to residents in Clarkston and Giffnock arising from these proposals?

12. Beyond this short consultation, what engagement has ERC entered into with residents in those local streets likely to be affected by displacement arising from these proposed charges?

13. What consultation has been entered into with NHS Greater Glasgow & Clyde, which may well find commuter displacement to the new Health Centre in Drumby Crescent as an alternative commuter parking venue, affording access to Scotrail Williamwood Station?

Moray Drive Car Park, Overlee Playing Fields Car Park

It is surely invidious that access to other recreational parks for those parking cars will remain free of charge while access to Overlee will be the subject of an immediate £3 charge?

It is an unavoidable conclusion arising from this proposal, that there will be a widespread displacement onto the immediate local residential streets, many of which are narrow and fundamentally unsuitable as alternative public car parks.

Residents are rightly concerned that at key periods these proposals, far from easing any access or congestion, will significantly add to both.

It is surely at odds with a national policy objective of encouraging all ages to participate in exercise and well-being activities to signal that this will at Overlee, now be accompanied by a tariff which can only act as a disincentive.

14. At the very least there should be a 4 hour non charging period at Overlee Playing Fields.

15. Unless it can be evidenced that charges on Moray drive will not lead to displacement onto unsuitable local residential streets, there should be no charges at this location

In conclusion

I regret that these proposals have been subject to such a short period of consultation.

As they stand I believe the proposals will act as a disincentive and prejudice local businesses in favour of larger supermarkets and shopping centres. Where any charge may be appropriate this should only be after a four hour period matching the practice at supermarkets and shopping centres.

Charges should not apply on a Saturday as there is little if any evidence of congestion at weekends.

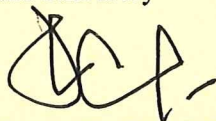
It is unacceptable to introduce a tax on learning, which immediate charging at Giffnock and Clarkston manifestly would be, representing a charge on library access.

It is unclear what work has been done to either assess or mitigate displacement commuter parking onto local residential streets, many of which are themselves already congested.

A suspicion arises that those sites included in the order but at which no immediate parking charge is proposed may be the subject of subsequent parking charges. East Renfrewshire Council needs to make its future intentions completely clear.

As they stand these proposals are unacceptable to many of my local constituents and should be rethought with any future proposals being clearly evidenced and the subject of far closer engagement with those businesses and residents immediately affected.

Yours sincerely



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