

To: INFRASTRUCTURE, LAND AND ENVIRONMENT POLICY BOARD

On: 30 MAY 2018

Report by: DIRECTOR OF ENVIRONMENT & COMMUNITIES

**Heading: Review of Car Parking Provision and Charges, Across Renfrewshire
Follow Up Report**

1. Summary

1.1 This report provides a progress update on the Review of Car Parking Provision and Charges, across Renfrewshire, including the key findings of the Impact Assessment as undertaken for Johnstone & Renfrew town centres. The decisions approved by the Infrastructure Land and Environment Policy Board of 8th November 2017 have been progressed and this report also addresses the subsequent motion to Council in December 2017. In addition, the deferred decision in relation to the introduction of an annual charge basis, for residents parking permits for all Pay & Display parking zones in Paisley has been further expanded to include businesses.

1.2 Impact Assessment – Johnstone & Renfrew Town Centres

The Impact Assessment provides detailed & actual baseline data, based on site observations and analysis of parking patterns and behaviours, detailed parking surveys and stakeholder engagement with business and communities, mainly through face to face interviews.

1.3 The Impact Assessment findings evidenced, from both stakeholder engagement with communities and parking surveys, that there are specific pressures on town centre parking, within both Johnstone & Renfrew. A summary of the key findings of the Impact Assessment for Johnstone & Renfrew are detailed below:

- A high percentage of long stay parking (over 5 hours) in Council car parks by commuters.
- Parking issues that affect town accessibility are evident within both Johnstone & Renfrew.

- Johnstone, specific parking pressures are:
 - Difficulties parking at lunch time, within the town centre.
 - Large volumes of cars & long stay parking (over 5 hours), again often commuters, and issues of parking behaviours at the railway station and surrounding residential streets.
 - Parking behaviours within the Town Hall car park and surrounding residential streets.
- Renfrew, specific parking pressures are:
 - High level of residential parking.
 - High Street car park has a high percentage of long stay parking (over 5 hours), often by those commuting by public transport predominantly to the new Queen Elizabeth University Hospital and to Glasgow City Centre.
 - Town centre streets having parking problems due to the large volumes of parked cars, by residents and commuters.

1.4 In addition to the above detailed key findings, the Impact Assessment highlighted some other issues, both from stakeholder dialogue and onsite observations, that the Council had planned to address through early enabling works. In particular:

- The need for improved enforcement, to address high levels of inappropriate parking behaviours. This will include a review of existing Traffic Regulation Orders (TROs).
- Improved signage and wayfinding for town centre car parks.
- Infrastructure improvements and lining to some on and off-street parking locations.
- Infrastructure improvements would be required in some car parks to include facilities & charging points for electric vehicles.

1.5 The Impact Assessment as undertaken for Johnstone & Renfrew has provided detailed data and information which will allow the Council to take informed actions to address parking issues in both town centres, delivering benefits to the communities affected. To address the parking issues across and specific to both Johnstone & Renfrew town centres, identified and informed through the key findings of the Impact Assessment, a tailored & targeted approach to parking interventions & controls is required. The parking interventions & controls could include:

- Addressing both short and long stay parking arrangements.
- Addressing on and off-street parking arrangements.
- A period of free parking both for on and off-street parking, before time limited pay & display parking control charges are applied. This free period varying dependent on location and being a maximum of 1 and / or 2 hours.
- Introduction of residents & business parking permits for both Johnstone & Renfrew town centres, aligned with the residents and business parking permit scheme being proposed for Paisley, as set out below in paragraph 1.6 below.

1.6 Parking Permits, Paisley

As set out earlier in paragraph 1.1 above, the initial proposed cost charge of £50 per

annum for residents parking permits within Paisley continues to be further reviewed and expanded to include businesses. This work, as continuing, not being part of the Impact Assessment for Johnstone & Renfrew. However, residents & business parking permits, as specific to parking issues in Johnstone & Renfrew, are included within the findings of the Impact Assessment. Therefore, a wider Renfrewshire position could be considered in respect of residents & businesses parking permits and proposed charges.

- 1.7 To progress the decisions of the Policy Board (8th November 2017) and Council (21st December 2017) through being informed and by building on the key findings of the Impact Assessment, Johnstone & Renfrew, as summarised above and set out in detail in paragraphs 5 to 7 of this report, detailed design, as tailored and targeted to each town centre, would be required. The findings of the Impact Assessment would inform future detailed design principles, following feedback and comments from the key stakeholders, and wider public of Johnstone & Renfrew, as detailed in the recommendations below at paragraphs 2.2 and 2.3.
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2. Recommendations

It is recommended that the Infrastructure, Land and Environment Policy Board:

- 2.1 Notes the findings of the Impact Assessment as carried out into the introduction of parking charges in Johnstone & Renfrew.
 - 2.2 Agrees that the findings of the Impact Assessment, Johnstone & Renfrew will be shared with the key stakeholders who contributed to the process and also the wider public of Johnstone & Renfrew, for their views and comments.
 - 2.3 Agrees the key findings of the Impact Assessment, Johnstone & Renfrew will inform any future detailed design principles, as would be tailored to both town centres.
 - 2.4 Notes that a further report will be brought to the next meeting of this Policy Board on 29th August 2018, following feedback and comments from the key stakeholders and wider public of Johnstone & Renfrew, as referenced in paragraphs 1.7 and 2.2 above.
 - 2.5 Agrees that consideration of an annual charge for residents and businesses parking permits for Paisley and potentially Johnstone & Renfrew be continued until the further report, as referenced in paragraph 2.4 above, is presented to this Policy Board on 29th August 2018.
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3. Background

3.1 At the Infrastructure Land and Environment Policy Board on the 8th of November in addition to undertaking an Impact Assessment as part of introduction of parking charges in Johnstone & Renfrew Town Centres the Policy Board agreed for Paisley to:

- increase parking tariffs in Paisley.
- invest in a modern parking meters supply, to introduce meters that can accept other methods of payment including contactless payment a total investment of £1.1 million, (£800,000 for Paisley and £300,000 for Johnstone and Renfrew).
- the introduction of an annual charge for residents parking permits, to recover costs for all areas within the Pay and Display parking zones in Paisley, be approved and that it be agreed to suspend the application of a fee until a thorough review was carried out on all parking permits (residents and businesses) and a subsequent report was brought to the next appropriate Board.
- continue to charge for parking in Pay and Display for on an off-street zones Monday to Friday, with Saturday and Sunday free.

3.2 The decisions agreed by the Policy Board on 8th November 2017 would improve parking management through interventions & controls, supported by £1.1million investment in modern technology. The 2-year implementation timescale (by 2019/2020) for Johnstone & Renfrew to allow for planned enablement works and preparation of any required Traffic Regulation Orders.

4 Impact Assessment, Johnstone & Renfrew Town Centres

4.1 The Impact Assessment for Johnstone & Renfrew town centres has followed a clear process to:

- Develop detailed and actual baseline data of parking patterns and behaviours, through detailed parking surveys, providing 1-hour analysis over a 12-hour period.
- Undertake on-site observations and analysis of parking and challenges to be addressed.
- Undertake face to face stakeholder engagement and meetings with business and community stakeholder groups to gain views and perceptions about parking issues and behaviours in both town centres.
- Learn lessons from other Local Authorities who provide parking intervention & control solutions, through parking charges.

5 Key Findings from the Impact Assessment, Johnstone & Renfrew Town Centres

5.1 Stakeholder Engagement - Parking Problems & Perceptions

5.1.1 Through the stakeholder engagement sessions there were a number of parking related issues highlighted, with some commonality across the two town centres. The business and community stakeholder groups consulted with and invited to be consulted have been set out in Appendix 1 of this report.

5.1.2 Stakeholders highlighted the following issues which were common across both town centres:

- Long stay parking (generally over 5 hours) accounts for a high percentage of town centre parking. This commits parking spaces for long periods of the day, with no turnover and no subsequent economic benefits to the town centres. It also limits accessibility to the town centre. Long stay parking by commuters was recognised by stakeholders as an issue for both town centres. Although businesses were not supportive of the introduction of parking charges, they recognised the need for parking control interventions.
- There are high levels of poor and inappropriate parking behaviours across both town centres causing inappropriate parking behaviours which can cause both safety and traffic management issues that impact on the traffic flows.
- Car park signage and wayfinding can be improved, making it difficult for visitors to find spaces and car parks across town centres.

5.1.3 Specifically for Johnstone:

- There are 6 Council operated car parks, with the Church Street car park (Town Hall) being full from early in the morning impacting on surrounding streets.
- It is difficult to find a town centre parking spaces in Johnstone around the lunch time period.
- The success of the park & ride / commuters car park spills into the surrounding residential streets, creating issues for residents through poor and inappropriate parking behaviours.

5.1.4 Specifically for Renfrew:

- The largest of the 3 Council operated car parks in High Street is being extensively used by both residents and those commuting by public transport predominantly to the new Queen Elizabeth University Hospital and to Glasgow City Centre. This also impacts on parking availability in the surrounding streets.

5.2 **Parking, On and Off-Street – Surveys & Analysis**

5.2.1 The on and off-street parking surveys and parking analysis data supported a number of the perceived parking problems and issues identified by stakeholders, with common baseline data across both town centres being as follows:

- There is a high level of poor and inappropriate parking behaviours parking in both town centres, up to 10% of vehicles parked during the survey analysis.
- A number of the car parks are at or near capacity, with an average of between 30% to 40% of cars being parked for over 5 hours each day (ie long stay). This applies to both Johnstone and Renfrew.
- At certain times of the day it can be difficult to get a car parking space, either on or off-street, within both town centres.
- There is a high level of long stay parking in both Johnstone & Renfrew town centre parking spaces. The long stay requirements consist of commuters, residents and businesses who park in the town centre and then use public transport to access other locations.
- The car park signage and way finding requires enhanced across both town centres.

5.2.2 Specifically for Johnstone.

- The Church Street car park (Town Hall) was averaging 80% capacity during business hours, with the surrounding streets being over capacity.
- The railway station car park, with park & ride facility has been successful and demand exceeds capacity, with commuters parking in the surrounding residential streets. This has resulted in these streets being at over capacity with vehicles parked for over 5 hours each day, often resulting in poor and inappropriate parking behaviours and difficulties for residents to access their properties and allowing parking close to their properties.

5.2.3 Specifically for Renfrew

- The High Street car park has around 40% of vehicles parked for 5 or more hours, validating the perception of a commuters park & ride facility but also high level of residents' car parking.
- Key residential streets in an around the town centre were heavily parked throughout the day, by residents and commuters.

6. Local Authority Benchmarking

- 6.1 As part of the Impact Assessment we engaged with four other local authorities in order to learn from their experience of introducing and operating on and off-street parking charges, through pay & display and residents / business parking zones.
- 6.2 Two of the four authorities had successfully introduced, in addition to on and off-street parking charges, resident parking zones in locations where there was a high density of commuter parking, typically around railway stations and large-scale employment locations. These had proven to be very popular with the residents, controlling parking around their properties and the surrounding residential streets.
- 6.3 Two of the four authorities have recently introduced time limited free parking before pay & display charges applied. Both viewed this approach as successful with increased turnover of spaces within on and off-street parking and enabling improved town centre access by the public. It has to be noted that one of the authorities did not initially introduce time limited free parking but did this change post implementation.

7. Parking Interventions & Controls, Johnstone & Renfrew Town Centres

- 7.1 The Impact Assessment has provided detailed & comprehensive baseline data, with an evidence base from stakeholders' personal experience and perceptions. The data driven evidence for the on and off-street car parking analysis clearly demonstrates that there are pressures on the parking stock / parking availability in key locations within both town centres, which leads to lower accessibility to the town centres themselves.
- 7.2 To address the parking pressure, a tailored approach to parking management, through interventions & controls for on and off-street parking locations be applied, designed appropriately to balance between short and long stay parking availability so as to best serve the towns themselves. These parking interventions & controls could include:
- Addressing both short and long stay parking arrangements.
 - Addressing on and off-street parking arrangements.
 - A period of free parking both for on and off-street parking before time limited pay & display parking control charges are applied. This free period being a maximum of 1 and/ or 2 hours.
 - Introduction of residents & business parking permits for both Johnstone and Renfrew town centres, aligned with residents and businesses parking permit scheme being proposed for Paisley.

7.3 A number of the parking management and interventions & controls identified through the Impact Assessment are already planned by the Council as early enabling works:-

- Improvement to the infrastructure and maintenance of the 9 Council public car parks through lines, signs and resurfacing. 4 requiring improvements in resurfacing and 6 requiring lining improvements.
- Improvements in the signage & way finding to car parks in both town centres.
- Introduction of electric charging points within car parks and potentially some on street locations.
- Focused & short term strengthening on enforcement to address inappropriate and illegal parking behaviours.
- A review of Traffic Regulation Orders to address any minor problems which impact on ability to enforce current restrictions and planning for addition orders required.

8. Next Stage – Detailed Design, Johnstone and Renfrew Town Centres

8.1 To progress the key findings of the Impact Assessment for Johnstone & Renfrew, the proposed parking interventions & controls, both generic and town centre specific, require to progress to detailed design. Detailed below are some of the key detailed design principles:

- Identification of enhanced on street parking controls and parking spaces in streets surrounding car parks and key parking locations.
- Define and identify the period of free parking and application of time limited pay & display parking tariffs in conjunction with short and long stay parking strategy, tailored and specific to each town centre.
- Development of a short and long stay parking strategy for both town centres, to support better management of spaces throughout the day.
- Residents and businesses permit zones and parking areas identified.

8.2 Specifically for Johnstone

- In Johnstone there are 6 Council operated car parks, 5 are within the core town centre. Consideration of designation of dedicated long stay car park, similar to Paisley where car parks further from the centre are designated long stay car parks.
- Consideration of the introduction of on-street parking and resident & business parking permit zones, particularly in the residential streets surrounding the railway station park & ride car park in Johnstone.

8.3 Specifically for Renfrew

- All 3 car parks are based in the town centre so would require designation of short and long stay spaces within the car parks.
- Consideration of the introduction of on street parking and residents & businesses parking permit zones.

Implications of the Report

1. **Financial** – the decisions of the Policy Board of 8th November 2018 assume income of £400,000 over the 2-year period 2018/2019 and 2019/2020, which will be affected / reduced.
2. **HR & Organisational Development** – None
3. **Community Planning** – Improved accessibility to Town Centres will support the public and businesses.
4. **Legal** - None
5. **Property/Assets** - None
6. **Information Technology** – as reference in paragraph 3.1, the investment in modern parking meters that can accept other methods of payment including contactless payment.
7. **Equality & Human Rights** - The recommendations contained within this report have been assessed in relation to their impact on equalities and human rights. No negative impacts on equality groups or potential for infringement of individuals' human rights have been identified arising from the recommendations contained in the report. If required following implementation, the actual impact of the recommendations and the mitigating actions will be reviewed and monitored, and the results of the assessment will be published on the Council's website.
8. **Health & Safety** – None
9. **Procurement** – the procurement of modern parking meters, investment of £1.1 million.
10. **Risk** – None
11. **Privacy Impact** – None
12. **Cosla Policy Position** – Not applicable

List of Background Papers – “Impact Assessment of Parking Charges in Renfrew and Johnstone” – Report by Peter Brett Associates

Appendix 1 – Stakeholder Engagement

The following key groups representing businesses and local groups, were provided with individual face-to-face meetings to discuss the topic.

- Johnstone Business Consortium;
- Renfrewshire Chamber of Commerce;
- Renfrew Development Trust; and
- Federation of Small Businesses.

The following Community Councils were provided face-to-face meetings:

- Johnstone Community Council;
- Renfrew Community Council;
- Howwood Community Council;
- Kilbarchan Community Council;
- Lochwinnoch Community Council;
- Bridge of Weir Community Council;
- Brookfield Community Council; and
- Houston Community Council.

Johnstone Community Council and Renfrew Community Council received individual meetings. The remaining community councils were separated into groups over two additional sessions. The following Community Councils were invited to participate, but did not attend:

- Elderslie Community Council;
- Linwood Community Council;
- Inchinnan Community Council; and
- Erskine Community Council.