

Impact Assessment of Parking Charges in Renfrew and Johnstone

Final Report

On behalf of **Renfrewshire Council**



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Executive Summary

Renfrewshire Council recently set out to consider introducing parking charges in the towns of Renfrew and Johnstone. This decision was approved at Infrastructure, Land and Environment Policy Board of 8 November 2017, with an impact assessment being carried out as part of the implementation of the proposals. To this end, Renfrewshire Council commissioned Peter Brett Associates to undertake a Parking Impact Assessment.

The Parking Impact Assessment has followed a clear process which has allowed PBA to build up a full understanding of the baseline situation, concerns, views and experiences of key community and business groups through engagement, lessons learned from other Local Authorities who provide a parking management solution and consideration of the results of extensive parking surveys to ascertain parking issues and parking behaviour.



Following site visits, which allowed PBA to develop an understanding of the local area, a programme of parking surveys was undertaken to establish an evidence base that represented the current weekday parking situation within each town, quantification of current provisions for on and off-street parking, propensity for parking on-street but outwith marked bays, levels of parking demand, parking duration, and turnover levels. Surveys provide evidence so that any potential interventions can be carefully considered and any benefits or negative impacts to the town centres themselves can be explained or indeed forecast.

Whilst the surveys collected a huge amount of data, key messages can be picked out as follows:

- parking behaviour is significantly different in the towns of Renfrew and Johnstone, with different arrival patterns, stay durations and mix of on and off-street demand.
- Key car parks in both towns are very busy throughout the day however there are examples of available capacity such as the privately owned Morrison's supermarket car park in Johnstone;

- Both towns show streets with high proportions of parking occupancy (Anderson Drive, Wilson Street and Muir Street in Renfrew and Church Street and Overton Road in Johnstone all operating above 100% capacity). Broadly, those streets closer to the core of each town centre, are operating closer to capacity, particularly at and over lunch time periods.
- Johnstone train station also affects available on-street capacity within Johnstone. Surveys show key streets surrounding the station are often operating near, or over capacity. This is due to the nature of the station operating as a park & ride and therefore the average duration of stay on these streets is often quite long.
- Streets around Johnstone Town Hall (Church Street and Quarry Street) show high occupancy levels often operating close to capacity.
- There is an element of illegal parking occurring in both towns, our surveys show approximately 400 incidents of cars parked in inappropriate locations in Johnstone and 200 in Renfrew, on each survey day. This number is vehicles that are parked on double yellow lines, at potentially dangerous points on junctions, and within other restrictions. Lack of enforcement across Renfrewshire may contribute to this current element of non-compliance.

Following this process of evidence gathering PBA then engaged with key groups representing businesses and communities in and around each town. The purpose of the engagement was not to propose interventions, but rather to establish the perception of current problems and issues with regards to parking in each area. The approach was deliberately not solution-led, but rather attempting to understand specific problems and issues first, before any solutions are considered. Key points raised by stakeholders included:

- Any decisions made regarding parking should take cognisance of the fact that both Renfrew and Johnstone are located close to a major shopping and leisure hub at Braehead. There are fears that both town centres are very fragile and do not have a sufficient retail offer to be able to compete;
- There are currently low levels of parking enforcement across Renfrewshire, this results in large levels of inappropriate parking which causes safety and traffic management issues.
- There is a perception that there are large numbers of people who park all day in both Renfrew and Johnstone, and then commute to work. There is a concern that these people do not use the town centres and take up valuable spaces preventing access for others;
- Various groups noted issues with the new Town Hall in Johnstone, specifically the large numbers of staff who work there and use both the official car park, but also surrounding car parks and streets;
- Stakeholders felt that signage to car parks is currently poor;
- Stakeholders were generally interested in the experience of other local authorities that offer free parking. There was an acceptance that this could encourage turnover of spaces. Whilst it is true to say some are interested, the business community did not support any kind of charges being levied.
- Should charges be put in place, stakeholders and communities consulted believe there has to be arrangements made for people who live and work in town centres.

Taking information gathered from surveys and consultations, it was clear that there are specific pressures on key car parks and on street locations within Renfrew and Johnstone and both areas would benefit from some form of parking management intervention or parking control.

PBA therefore considered the impact of various parking management options on the following affected groups; residents, business owners, workers, commuter and visitors to establish likely

consequences on each group should various control or charging models be introduced. Consideration was made of the following parking management interventions:

As Existing - All present restrictions would remain and no changes would be made to limited waiting or car park operations. This option would suit workers and commuters but does not encourage turnover of spaces resulting in long stay parking in various locations that are uncontrolled, supported by enforcement of existing limited restrictions.

As existing plus enforcement - This option would operate as above but with the intervention of enforcement would allow for increased safety benefits, traffic flow, capacity and pedestrian benefits.

Off-street (free period) control plus restrictions - This option would simply allow for a free period in car parks followed by charges for stay longer than the free period and enforcement of the existing restrictions. No charges on street would be applied.

On-street (free period) control plus restriction - This option would allow a period of free parking on-street and then introduce charges for stays longer than the free period. No charges would be made for parking off-street and would put a strain on the car parks in terms of absorbing the displaced vehicles from on-street – the other option is that the parking acts are displaced further into residential streets.

Enforcement plus free period & pay & display (on & off-street) - This option would allow for enforcement of on and off-street locations beyond the free period and would require a system to be introduced (ticketing perhaps) to show entitlement of free period parking.

Enforcement plus pay & display on and off-street - This option would allow revenue to be generated for all parking acts, at all times. Parking Attendants would require to patrol all day on-street and off-street.

Following the assessment, an implementation plan was provided which illustrated immediate, short term options which should be enacted to improve the current situation, but also proposals to plan and prepare for introduction of a system of parking management and control. The implementation plan is incremental, allowing varying levels of support to be delivered over time. The plan is provided below:



1 Introduction

1.1 Background

1.1.1 Renfrewshire Council recently set out to consider introducing parking charges in the towns of Renfrew and Johnstone. This decision was approved at Infrastructure, Land and Environment Policy Board of 8 November 2017, with an impact assessment being carried out as part of the implementation of the proposals. To this end, Renfrewshire Council commissioned Peter Brett Associates to undertake a Parking Impact Assessment. This report documents the process followed, alongside key findings of the assessment.

1.2 Why consider interventions

1.2.1 The purpose of this Report is to examine the case for the introduction of either parking management measures or associated charges to control the demand and supply of on and off-street parking.

1.2.2 In terms of understanding the likely number of cars in each area a review of the 2011 Census was undertaken with the results shown in Table 1.1 below:

Table 1.1: Census Output Information

2011 Census	Johnstone	Renfrew
Resident Population	7467	2787
Household Count	3830	1640
Cars (rate per household)	1.31	1.06
No of cars in surveyed area	5,017	1,738

1.2.3 The table above shows quite clearly that there are significantly more people living in the survey area within Johnstone than in Renfrew with 2.6 times more people in Johnstone. However, in terms of households there are 2.3 times the number of households. In terms of the number of cars that are expected to be in each local area the rates of ownership per household are 1.31 in Johnstone and 1.06 for Renfrew.

1.2.4 Significantly, the type of properties in each settlement differ with Renfrew central core having more tenemental properties with limited on-street opportunities compared to some of the central areas in Johnstone where more private opportunities are found within private driveway.

1.2.5 This dynamic is an important one as the number of vehicles in an area that is mixed uses can influence parking behaviour. In some residential areas, the traditional pattern would be that overnight vehicles would leave the area and afford opportunities for daytime parking and then these vehicles would leave allowing residents to park on their return from work.

1.2.6 The role of the Council as Roads Authority is to ensure that there is a balanced provision made for all road users and that public road space is allocated fairly. It must also be acknowledged that there is no particular right to park on public roads and that the purpose of roads are to fundamentally provide a right of passage between places.

1.2.7 It is also fundamental to understand how people travel and that appropriate provision at the origin and destination of trips is considered as part of the overall journey.

1.3 Method

1.3.1 The Parking Impact Assessment has followed a clear process which has allowed PBA to build up a full understanding of the baseline situation, concerns, views and experiences of key community and business groups through engagement, lessons learned from other Local Authorities who provide a parking management solution and consideration of the results of extensive parking surveys to ascertain parking issues and parking behaviour. The approach and process followed can be summarised within Figure 1.1 below.



Figure 1.1: Approach Undertaken

2 Baseline

2.1 Site Characteristics - Johnstone

- 2.1.1 Johnstone is a medium sized town within Renfrewshire, which serves as a local hub for the surrounding communities of Bridge of Weir, Howwood, Kilbarchan, Lochwinnoch, Elderslie and Houston. Combined, the area accounts for a population of 35,155 according to the 2011 Census. The town is situated approximately 3 miles from Paisley and Glasgow Airport, and 6 miles from Braehead.
- 2.1.2 Car ownership is lower in Johnstone than the Renfrewshire, regional and national averages, however there is a higher proportion of people from the town travelling to work by train, than do so regionally. This will be a function of the regular train service which operates through Johnstone.
- 2.1.3 Johnstone town centre is a particularly busy central area with 5 no. car parks operated and maintained by Renfrewshire Council (shown in Orange below), numerous private parking facilities including those belonging to Morrisons, Lidl (shown in Blue) and the rail station park & ride site (off Thorn Brae), as well as a plentiful supply of marked on-street car parking spaces and free on-street provision. Figure 2.1 below illustrates the extent of areas visited in Johnstone, most of which are found either side of the High Street and Thorn Brae, reflecting the linear layout of the town.

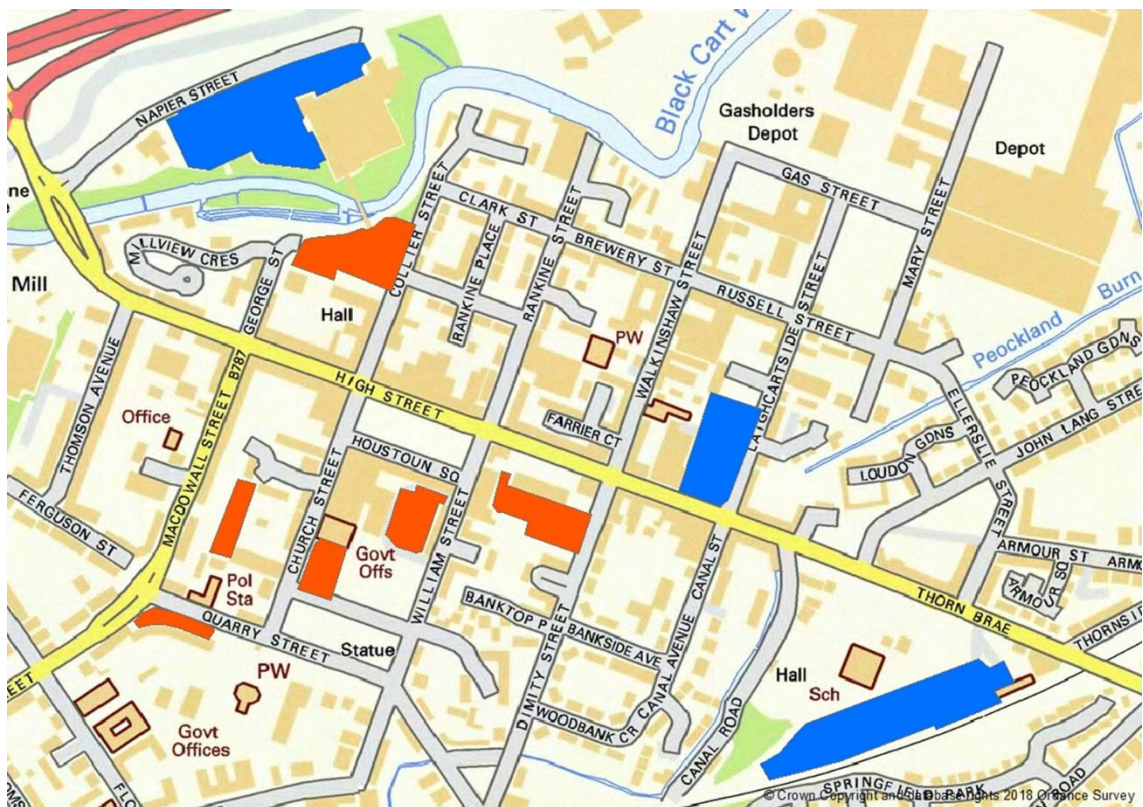


Figure 2.1: Johnstone Site Extent

2.2 Site Observations - Johnstone

- 2.2.1 A site visit was undertaken, on Tuesday 23rd February. A summary of observations are included below.
- 2.2.2 Car parking provision within Johnstone consists of a mix of public and private off-street car parks, totalling 1,446 marked bays within the core area. Surrounding streets are also heavily used for parking by residents, businesses and those who require general access to Johnstone town centre.
- 2.2.3 The quality and offer of off-street parking provisions within Johnstone differs significantly, with examples of newly prepared and well presented facilities at the Town Hall in Church Street, which contrasts with other facilities which require resurfacing, lining and levelling works, for example at Collier Street.
- 2.2.4 During observations, of Collier Street car park, there was a surprisingly high number of through trips with vehicles entering from both George St and Collier St, passing through the car park and not choosing to park. The largest movement was from Collier Street, however the George St movement was not insignificant. It was clear that during the time of survey, significantly more vehicles were entering the car park to pass through than there were entering to use the car park for its intended purpose. Road surface conditions observed within the car park were poor with a large number of pot holes, and road markings that require to be refurbished.
- 2.2.5 Church Street car park, located adjacent to the town hall, was fully occupied at time of visit. Almost all available on-street spaces were occupied in the surrounding streets, indicating a high level of demand.
- 2.2.6 Parkers Way is situated a short walk from the Town Hall, but had around 30% capacity spare at the time of the visit. Despite spaces being available within the car park, the approach road was full of parked vehicles indicating a high level of demand. There also appears to be overspill in this area from adjacent businesses.
- 2.2.7 Dimity St, William Street and Quarry Street car parks were all very busy at time of visit indicating a high level of demand at, and around the High Street and Town Hall.
- 2.2.8 Despite its location, the Lidl car park was only around 65% of capacity, this is likely to be a function of private parking signs indicating that the car park has a maximum stay duration and that it will be enforced.
- 2.2.9 Johnstone Rail Station boasts a large 409 space park & ride facility, the car park is very busy, filling up before 9am. There is a suggestion that commuters use the facility as a regional park & ride. Due to the function of the car park for commuter traffic and work related travel, there is a low turnover of spaces throughout the day.
- 2.2.10 The Park & Ride at the train station is a major success in terms of transferring trips from road to rail, but is causing overspill parking demands on surrounding surface streets. The evidence of the impacts over time has been received by the Council and is expected to consist of typical complaints from local residents regarding access to private driveways, inappropriate parking and capacity / safety concerns.
- 2.2.11 We believe that car park provision does not appear to be particularly well balanced. There are more car parks at the west side of the town and less public facilities close to the rail station. Demand appears to be higher to the east of the town.
- 2.2.12 A summary of findings from off-street car parks in Johnstone is provided in Table 2.1 below.

Table 2.1: Johnstone Off Street Parking facilities

Car Park	Capacity	Disabled Spaces	Surface Condition	Lining	Access Arrangements	CCTV	EV Charging
Collier Street	134	9	Poor, requires resurfacing	Poor, requires lining	Three shared entrances/exits	None apparent	No
Church Street	61	7	High,	Clear lining	Separate entrance and exit	None apparent	No
Dimity Street	95	3	Moderate	Poor, requires relining	Single shared entrance/exit although car park can be accessed via residents entrance	None apparent	No
William Street	53	0	Moderate (with high quality section behind Town Hall	Poor, requires relining	Single shared entrance/exit	No	4 EV spaces in Town Hall section
Parkers Way	47	3	High	Clear Lining	Single shared entrance/exit	None apparent	No
Quarry Street	36	0	Moderate	Poor, requires relining	Single shared entrance/exit	None apparent	No
Johnstone Rail Station	409	13	High	Clear lining	Single shared entrance/exit	Yes	2 EV spaces
Lidl	123	7	High	Clear lining	Two shared entrances/exits	Yes	No
Morrison's	488	25	High	Clear lining		Unconfirmed	No

2.3 Site Characteristics Renfrew

- 2.3.1 Renfrew is a historical town within Renfrewshire, located on the banks of the River Clyde and situated approximately 2 miles from Paisley. The town's population was 21,854 according to the 2011 Census. The town is located between major commercial and employment areas of Glasgow International Airport and Braehead.
- 2.3.2 Car ownership is slightly higher in Renfrew than regional and national averages, however interestingly the town has a lower proportion of people who travel to work by car than the Renfrewshire average.
- 2.3.3 Renfrew town centre appears to function quite differently to Johnstone, within a much smaller central footprint. The town would appear to experience less demand on public and private parking areas. Renfrewshire Council currently operate 4 no. car parks (shown in Orange below) within the central part of the town and there are also private car parks belonging to Aldi's and the Health Centre (shown in Blue). Figure 2.2 below highlights the general extent of the areas visited within Renfrew.



Figure 2.2: Renfrew Site Extent

2.4 Site Observations - Renfrew

- 2.4.1 A site visit was undertaken, on Tuesday 23rd February. A summary of observations are included below.
- 2.4.2 Car parking provision within Renfrew consists of a mix of public and private off-street car parks, totalling 389 marked bays within the core area. Surrounding streets are also heavily used for parking by residents, businesses and those who require access to Renfrew town centre.

- 2.4.3 The quality and offer of off-street parking provisions within Renfrew differs between car parks however in general, the surface quality of car parks are of a higher standard in Renfrew than those located in Johnstone.
- 2.4.4 The car park off the High Street is the biggest in central Renfrew sitting adjacent to Aldi. The car park was fully occupied and the adjacent surface streets were also busy with only one or two free spaces.
- 2.4.5 The High Street itself has benefitted from hard landscaping improvements and every available on-street space was occupied at the time of the survey. There was evidence of vehicles parking up on the extended footways (probably due to the low kerb heights and easy access)
- 2.4.6 Muir Street car park is well located for town centre business and the car park itself was operating almost at capacity indicating high demand. Surface drainage appeared poor with evidence of ponding apparent.
- 2.4.7 There is a small car park tucked away between Muir St / Anderson Drive and Fulbar St which can accommodate 22 standard spaces, 2 disabled spaces and 6 resident spaces. There is no obvious signage leading to the car park itself and no signing that informs users of how these spaces operate. At the time of the site visit there were around 6 spaces free.
- 2.4.8 Despite its location, the Aldi car park was only around 50% occupied at the time of survey. This is likely due to advised time limits for parking within the car park (1.5 hrs maximum stay) It appears that there are ANPR cameras that will assess who arrives and departs to allow remote enforcement.
- 2.4.9 Renfrew Health Centre boasts a large, well laid out and well maintained car park. At the time of the survey, this was almost full.
- 2.4.10 The residential areas of Fulbar St, Houston St and Wilson Street were all almost all parked up with very few remaining spaces.
- 2.4.11 Renfrew appears to have a completely different feel to Johnstone and does not have the same pressures that are felt by rail users. There are less car parks, and on-street restrictions were in the main being adhered to. There was still evidence of significant on-street demand, particularly around Renfield Street, Wilson Street, Houston Street and Fulbar Street.
- 2.4.12 The main car park off High Street is obviously the biggest and busiest car park in the town, and is strategically located close to all amenities.
- 2.4.13 A summary of findings from off-street car parks in Renfrew is provided in Table 2.2 below.

Table 2.2: Renfrew Off Street Parking facilities

Car Park	Capacity	Disabled Spaces	Surface Condition	Lining	Access Arrangements	CCTV	EV Charging
High Street	108	6	Moderate / Poor	Lines could be refreshed	One entrance, one exit	None apparent	No
Muir Street	35	0	Moderate	Clear Lining	Single shared entrance/exit	No	No
Wilson Street	36	2	High	Clear Lining	Single shared entrance/exit	None apparent	No
Aldi	70	6	Moderate	Lines could be refreshed	Single shared entrance/exit	ANPR cameras for duration of stay. Unclear if CCTV present	No
Renfrew Health Centre	140	8	High	Clear Lining	Single shared entrance/exit	None apparent	No

3 Parking Surveys

3.1 Survey Details

3.1.1 Following site visits, PBA recommended a programme of parking surveys to be undertaken to establish an evidence base that represented the current weekday parking situation within each town, quantification of current provisions for on and off-street parking, propensity for parking on-street but outwith marked bays, levels of parking demand, parking duration, and turnover levels.

3.1.2 Surveys provide evidence so that any potential interventions can be carefully considered and any benefits or negative impacts to the town centres themselves can be explained or indeed forecast.

3.1.3 Following discussions with Renfrewshire Council, 12-hour parking beat surveys (0700 – 1900 hrs) on and off-street using part-registration plate retrieval to inform data and turnover were commissioned in the towns of Renfrew and Johnstone.

3.1.4 Surveys were carried out twice across different weeks to afford confidence in results and allow a comparison to be made and were undertaken on the following dates:

- Renfrew week one: Thursday 22 February 2018;
- Renfrew week two: Thursday 08 March 2018;
- Johnstone week one: Tuesday 27 February 2018; and
- Johnstone week two: Tuesday 13 March 2018.

3.1.5 The following figures illustrate the extents of the parking surveys on site (Figure 3.1 - Johnstone and Figure 3.2 – Renfrew).



Figure 3.1: Johnstone Parking Survey extent



Figure 3.2: Renfrew Parking Survey extent

3.2 Key Findings

- 3.2.1 Survey results for each week were compared against each other and the results show a high level of correlation across survey days. As such, there is confidence that the surveys provide an accurate representation of weekday parking behaviour in the towns of Renfrew and Johnstone.
- 3.2.2 Survey analysis shows that parking behaviour is significantly different in the towns of Renfrew and Johnstone, with different arrival patterns, stay durations and mix of on and off-street demand.
- 3.2.3 Both Johnstone and Renfrew on-street analysis show plentiful supply versus occupancy across the day, this should however be considered against the scale of the survey extents. Both towns show streets with high proportions of parking occupancy (Anderson Drive, Wilson Street and Muir Street in Renfrew and Church Street and Overton Road in Johnstone all operating above 100% capacity). Due to the large survey area, outlying streets however are often quite quiet which can affect overall results. Broadly, those streets closer to the core of each town centre, are operating closer to capacity.
- 3.2.4 Johnstone train station also affects available on-street capacity within Johnstone. Surveys show key streets surrounding the station are often operating near, or over capacity, such as Overton Road which is heavily parked. This is due to the nature of the station operating as a park & ride and therefore the average duration of stay on these streets is often quite long.
- 3.2.5 Streets around Johnstone Town Hall (Church Street and Quarry Street) show high occupancy levels often approaching or 100%. This is consistent with what stakeholders mentioned during consultation events with regards lack of parking for the Town Hall. Church Street car park, which services the Town Hall, reaches 80% capacity between 9am and 10am and this extends throughout the day until around 4pm.

- 3.2.6 There is an element of illegal parking occurring in both towns, our surveys show approximately 400 incidents of cars parked in inappropriate locations in Johnstone and 200 in Renfrew, on each survey day. This number is vehicles that are parked on double yellow lines, at potentially dangerous points on junctions, and within other restrictions. Lack of enforcement across Renfrewshire may contribute to this current element of non-compliance.
- 3.2.7 Whilst car parks in both towns are well used, surveys show that car parks in Renfrew are consistently operating closer to capacity. Renfrew car parks operate at almost 80% between the hours of 10am and 4pm. Johnstone car parks are generally operating at around 65% across the same time period, however it should be noted that there are key variations to be found, with the rail station car park generally reaching operational capacity between 8am and 9am. Johnstone also has a far larger number of off-street car parking spaces 1,446 compared with 383 available in Renfrew. Figure 3.3 below illustrates occupancy levels in all off-street car parks across both Renfrew and Johnstone.

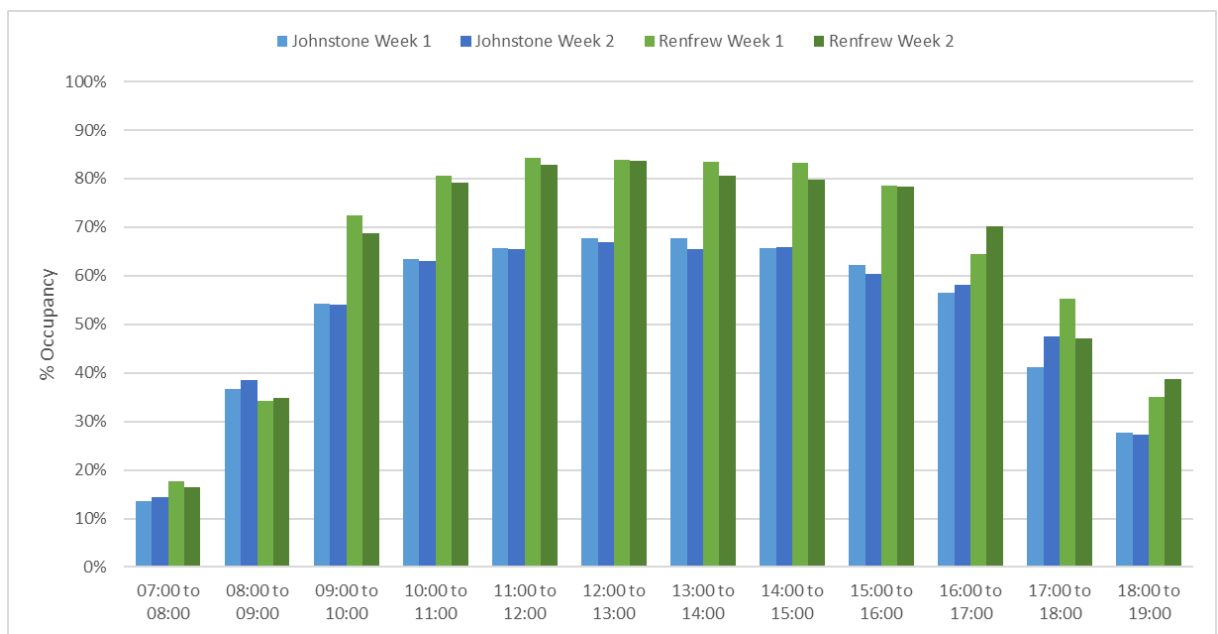


Figure 3.3: Occupancy levels in off-street car parks in both Renfrew and Johnstone

- 3.2.8 A similar figure was produced which only displayed those car parks controlled by Renfrewshire Council, i.e. removing the rail station, Morison’s and Lidl in Johnstone and Aldi and the Health Centre in Renfrew. Figure 3.4 below shows that whilst Renfrew car parks are operating at a higher capacity than those in Johnstone, car parks controlled by the council across both towns are effectively very busy.

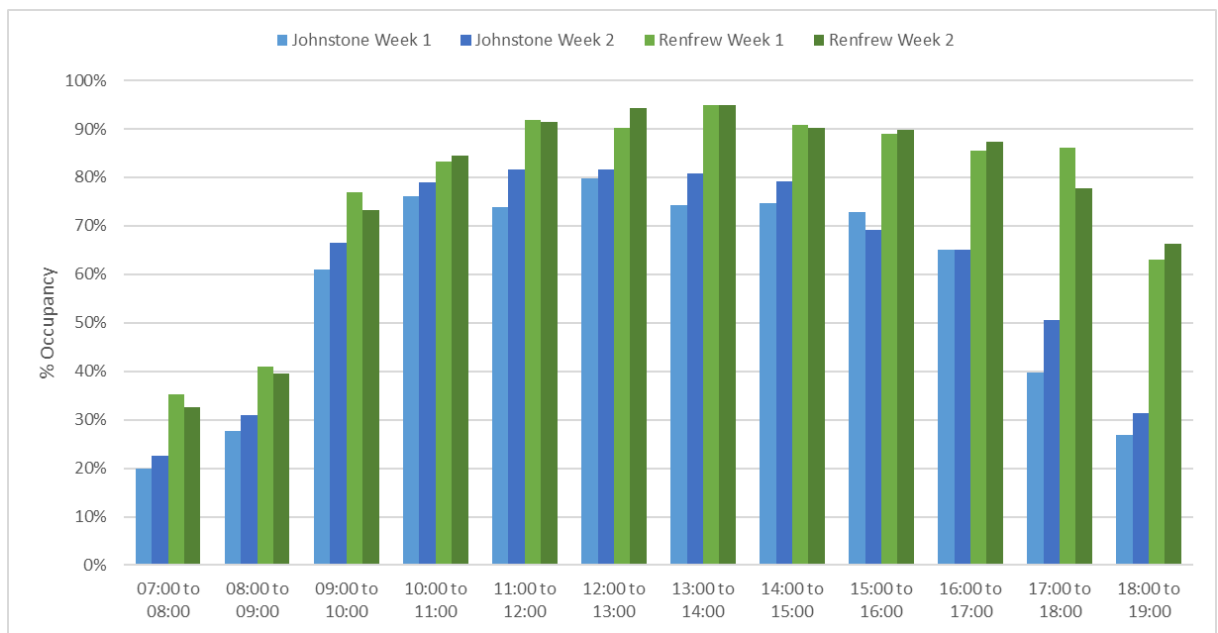


Figure 3.4: Occupancy levels in Council Controlled off-street car parks in both Renfrew and Johnstone

3.2.9 Car parks within Johnstone display a different arrival pattern from those in Renfrew, with large numbers of vehicles arriving prior to 9am. This will however be skewed with vehicles that are parked up and associated with the rail station. In contrast, Renfrew car parks show a peak arrival point between 9am and 10am.

3.2.10 The surveys showed a greater occurrence of short-stay parking in Johnstone off-street car parks relative to Renfrew. This, however, is skewed by the presence of two supermarkets in the Johnstone survey area, in particular the large Morrison’s superstore, and at the other end of the scale, the large numbers of people using the Rail Station car park to park for 5 hours or more. Figure 3.5 below shows the differences in parking durations across both towns.

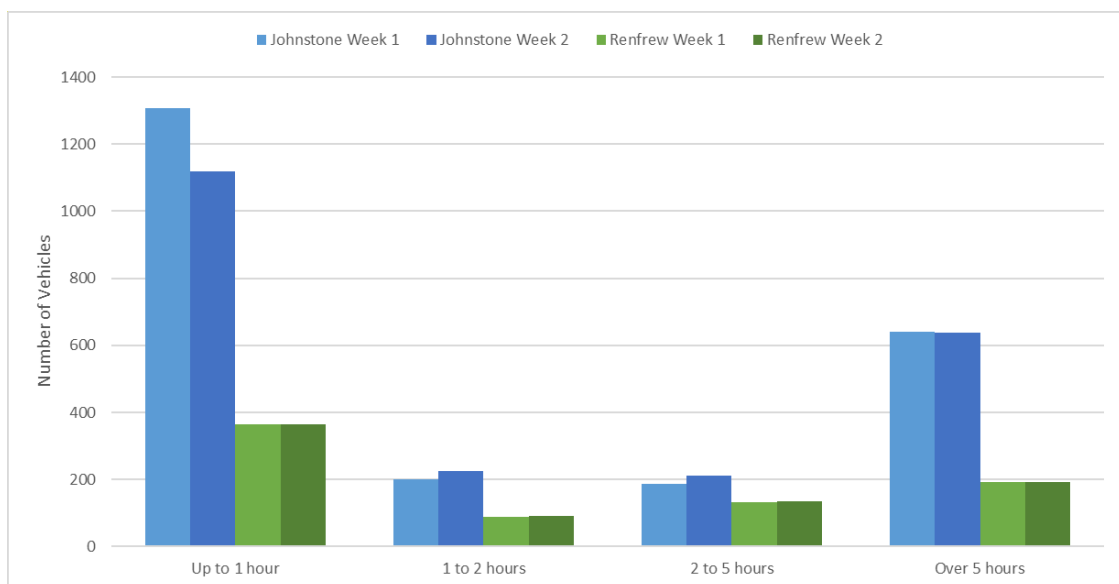


Figure 3.5: Parking Duration in both Renfrew and Johnstone

3.2.11 The busiest car parks in Johnstone are Church Street car park at the Town Hall, William and Dimity Street car parks and the rail station. Figure 3.6 below shows duration of stay by car park.

Clearly, supermarkets have a high turnover of up to 1 hour while the commuter site at the rail station caters to an all-day market.

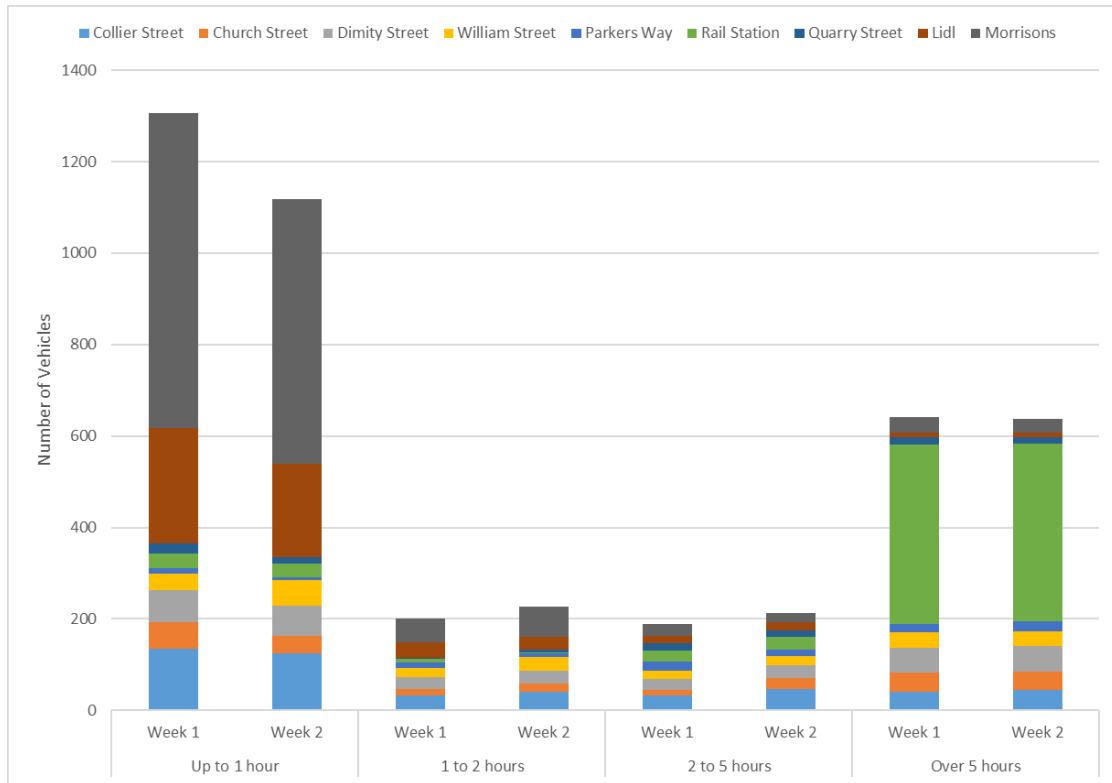


Figure 3.6: Johnstone car parks duration of stay

3.2.12 The busiest car parks in Renfrew are the car parks off the High Street and the Health Centre, which both operate at or near capacity for large periods of the day. Whilst both car parks have large proportions of short and long stay durations, it is interesting to note that more than 40% of vehicles in High Street car park are parked for 5 hours or more. This correlates with stakeholder views that this car park is used by local residents and those who appear to park & ride by transferring from car to bus. Figure 3.7 below shows durations of stay in each car park in Renfrew.

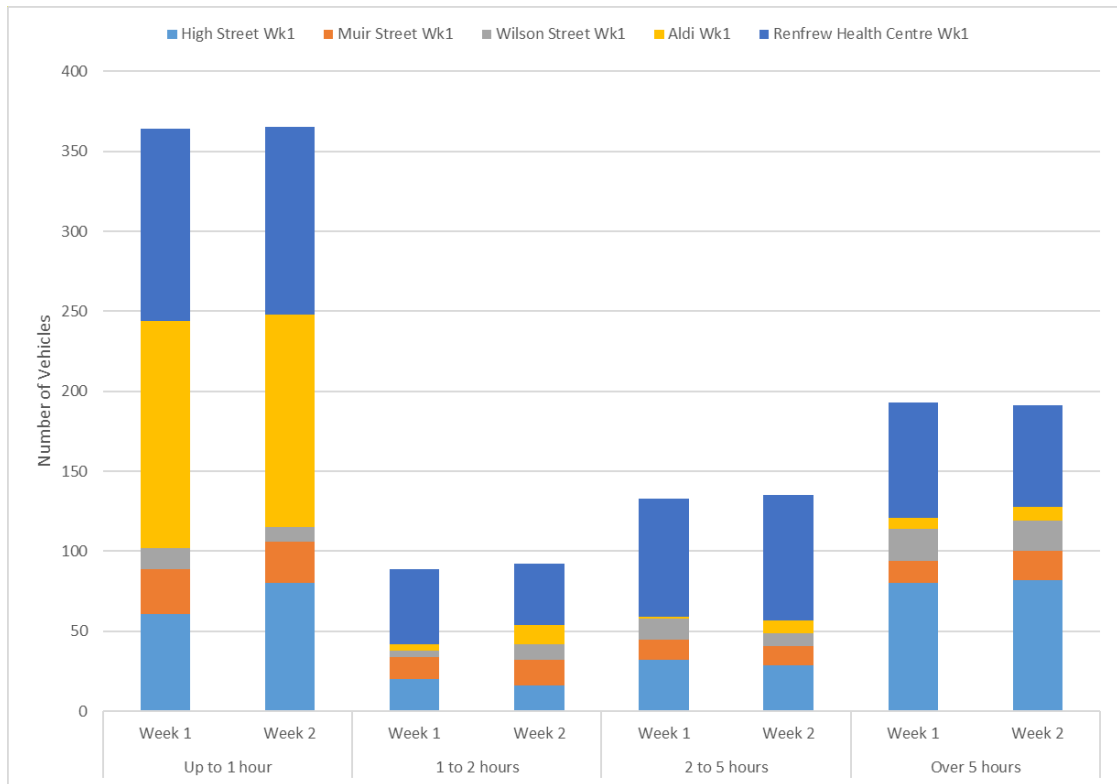


Figure 3.7: Renfrew car parks duration of stay

3.2.13 A full analysis of on and off-street parking results have been analysed and prepared for both Renfrew and Johnstone and provided to Renfrewshire Council separately.

4 Stakeholder Engagement

4.1 Stakeholders Consulted

- 4.1.1 Engagement with stakeholders is a crucial element when considering the introduction of any new transport scheme or parking interventions. Engagement ensures that the knowledge, ideas and experiences of people that live and work in a town, area or region are sought to ensure that the basis for revised policy will meet both local and future needs.
- 4.1.2 PBA has therefore engaged with key groups representing businesses and communities in and around each town. The purpose of the engagement was not to propose interventions, but rather to establish the perception of current problems and issues with regards to parking in each area. Our approach is deliberately not solution-led, but rather we attempt to understand specific problems and issues first, before any solutions are considered. As such, PBA engaged with key stakeholders to understand their specific experiences and concerns as they use the towns on a day-to-day basis and have a good understanding of the specifics of the local area.
- 4.1.3 Due to the subject matter and the publication of the committee report it is understandable that stakeholders are concerned with potential parking charges and as such, we ensured suitable time within each session to discuss that topic, levels of stakeholder acceptability and any specific concerns they may have given what they have heard or read previously.
- 4.1.4 Key topics discussed included the following:
- Views on current parking supply within specific towns;
 - Any problems and issues with parking, for example, availability of spaces, location of car parks;
 - Any specific pinch points with regards traffic, and any safety issues;
 - Thoughts on supply of long and short stay parking;
 - Thoughts on the impact to the community of any parking controls; and
 - Thoughts on the impacts to the business community of any parking controls.
- 4.1.5 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.
- 4.1.6 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.

4.1.7 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.

4.2 Key Themes Emerging from Stakeholder Discussions

4.2.1 The following key themes emerged from discussions. It is important to note that opinions were not necessarily representative of all groups, but key messages emerged.

Proximity to Braehead and other competing areas

4.2.2 A key concern amongst the majority of stakeholders consulted was the fragility of both Renfrew and Johnstone town centres and how closely they are located to the major shopping and leisure hub at Braehead, and other surrounding retail parks at Phoenix and Hillington. There are real fears that both town centres are currently in a critical condition due to High Street pressures, both struggle to replace lost shops and businesses and as such there is a concern that parking charges will only serve to make these areas less attractive to the user, who will simply take their business elsewhere. It was pointed out that traditional shops which anchored the town centres such as banks and post offices are closing and there is little left to attract people to the High Street as the retail offer shifts over time. Whilst these are common arguments which are often heard anywhere that parking charges are suggested, it is important to note just how close Braehead is to both towns and how much of an influence it could exert by drawing custom from both towns.

4.2.3 Related to this, it was pointed out that new developments such as Braehead, not only provide a far superior offer in terms of choice and quality, but also more convenient offer where all shops are located within an air-conditioned mall with plentiful retail, dining and leisure opportunities. These developments also boast plentiful free parking. Stakeholders are therefore concerned that if parking charges are introduced in Renfrew and Johnstone, there will be nothing left to attract users, who will simply shift their behaviour and do more of their business at Braehead and other retail parks, or indeed online.

4.2.4 There were also concerns made that Johnstone town centre is not only fragile, but in decline. Communities in both Johnstone and Renfrew are actively trying to remedy this situation however there is a fear that whilst positive work is taking place in both towns, this could be potentially undermined by the introduction of parking charges.

4.2.5 Stakeholders evidenced their position on the above by noting that Paisley itself was previously a 'bustling' town centre. They believe that the construction of Braehead and the introduction of parking charges seriously damaged the town centre and it has never recovered. Stakeholders are therefore very concerned that a similar situation is developing albeit on a smaller scale in Johnstone and Renfrew.

Levels of Enforcement

4.2.6 Stakeholders were keen to point out that there appear to be very low levels of parking enforcement across Renfrewshire currently. This situation results in large levels of inappropriate

parking which can cause both safety and traffic management issues. Indeed, it was felt that traffic flow is affected in both towns by instances of inappropriate parking on main thoroughfares due to low levels of enforcement.

- 4.2.7 One key concern that was raised, by numerous groups, was if enforcement would be improved alongside the introduction of any kind of parking charges. Stakeholders felt that introducing a costly scheme to charge for parking would be a waste of money if it was not properly enforced.
- 4.2.8 Universally, all groups spoken to would support better enforcement of **current** restrictions.

Park & Ride

- 4.2.9 Both Renfrew and Johnstone appear to cater for a large number of people who park in the town centre and then use public transport to access other areas. This appears to cause problems in both towns as parking spaces are committed for long periods of the day, with no turnover and no subsequent economic benefits to the town centre itself. Within Johnstone, the success of the Rail Station Park & Ride spills over into surrounding streets which causes issues for residents. There was no feeling that Johnstone town centre car parks were affected by Park & Ride as the distance between them is too far for drivers to walk between parking and their destination.
- 4.2.10 Within Renfrew, numerous stakeholders believed that the large car park off the High Street appeared to be well used by both people who live within nearby flats and critically, those who leave their vehicles and then travel on an express bus into Glasgow, or to the new Queen Elizabeth University Hospital. Due to its location and size, this car park is clearly a key resource for the town centre and if it is generally filled by those who are not undertaking business within the town, then it is difficult for businesses within Renfrew to gain any benefits from the situation.
- 4.2.11 Whilst it is easy to log concerns with Park & Ride, it should however be noted that encouraging use of public transport is a national objective and park & ride is a success. We also note that people who live in outlying communities also require the choice to park & ride and as such, should be using these facilities. The question is therefore whether the scale of provision of park & ride is of a scale that satisfies the number of users. In Johnstone, it is clear that there are not enough spaces provided to satisfy demand.
- 4.2.12 Stakeholders were generally interested in the experience of other local authorities where the parking regime has been set up to offer a period of free parking entitlement. There was an acceptance that this could encourage turnover of spaces and dissuade an element of Park & Ride, if introduced in appropriate places and to ensure that benefits would be felt by the town centre. Whilst it is true to say some stakeholders were interested in the concept, the business community generally do not support any kind of charging being levied.

Johnstone Town Hall

- 4.2.13 A number of groups noted key parking concerns within Johnstone at and around the new Town Hall. Stakeholders felt that large numbers of staff have been relocated from Paisley when the Town Hall was constructed and they park both within the official car park but also in surrounding car parks and on-street which affects the local parking supply for those who should be able to use the area.
- 4.2.14 It was noted that the site the Town Hall was built on, was previously the public swimming pool. This provided a focus for local people and a hub of activity which often spilled out with local people using the town centre for other purposes. Several stakeholder groups believed that the Town Hall does not provide a similar offer and as such, adversely affects the town centre. This correlation may not be accurate however, as staff that work in the Town Hall will inevitably carry out some shopping trips in the local area.

Signage

- 4.2.15 Stakeholders noted that there are a number of car parks of different sizes spread out in disparate locations across both Renfrew and Johnstone. Whilst this often meant that there are spaces available, it was felt that signage to car parks is currently poor, and often only people familiar with the area will know where to find car parks.

Arrangements for Business and Residents

- 4.2.16 Stakeholders noted concerns with arrangements for residents and those who work within the town centre should parking charges be introduced. A critical concern was whether shop owners and their staff would be affected by such a policy, and if so, would businesses be able to absorb the increased cost. Consistent with concerns noted above, stakeholders felt that businesses operating in both town centres were not making high margins and there are concerns that parking charges may affect business owners and staff, as well as customers.
- 4.2.17 Given concerns noted, stakeholders felt it important that adequate arrangements are considered for residents and business owners who live within affected areas.

4.3 Engagement with Local Authorities

- 4.3.1 In addition to engagement with key stakeholders, discussions were held with select Local Authorities who provide some form of parking management. The purpose being to better understand how local authorities currently manage their parking models, learn lessons and understand acceptability to businesses and the community.

- 4.3.2 The following Local Authorities were engaged with:

- Glasgow City Council;
- South Lanarkshire Council;
- East Dunbartonshire Council; and
- Aberdeenshire Council.

4.4 Key Themes Emerging from Discussions with Local Authorities

- 4.4.1 The following key themes emerged from discussions with Local Authorities. It is important to note that opinions were not necessarily representative of residents within each local authority, but rather the views and experiences of the parking officer/manager who agreed to participate.

Enforcement

- 4.4.2 Local Authorities noted that for any scheme to be a success, appropriate levels of enforcement are critical. Without enforcement, parking restrictions will not be followed and importantly, drivers will not be inclined to pay for parking. Other Local Authorities contacted as part of the impact assessment, appeared to have a proportionately larger resource pool for enforcement purposes than Renfrewshire Council.
- 4.4.3 It was suggested that an initial first step in the introduction of parking management is to instruct Parking Attendants to strictly enforce inappropriate parking, e.g. parking on yellow lines and restricted areas. Whilst this element will ensure the area is safer, it will also serve to push parked vehicles into areas which are designed to accommodate them, such as off-street car parks and appropriate surface streets where no restrictions are in place.

Support and Opposition

- 4.4.4 All Local Authorities noted that in general, shops and businesses oppose parking charges. There is a fear amongst retailers in particular, that charges will adversely affect footfall and business. Businesses also tend to have concerns that they may be unable to attract appropriate staff if they are expected to pay for parking when they travel to work.
- 4.4.5 Local Authorities noted that residents often have concerns when proposals are made to introduce parking charges, however both Glasgow City Council and South Lanarkshire Council note that their residential parking zones are very popular with residents. Both note that neighbouring areas often request to be brought into the zone.
- 4.4.6 Glasgow City Council have introduced numerous residential parking zones in recent years and they feel the most important aspect is for the Council to work with the communities affected and design a scheme that is appropriate and acceptable to all, rather than imposing an off the shelf solution. Engagement with communities is crucial to allow the Council to explain what the scheme will mean and what benefits residents might expect to derive.

Time Limited Parking

- 4.4.7 Aberdeenshire Council believe that the introduction of time limited free parking has been a major success in their area. The Council note that it encourages turnover of spaces and this can be evidenced by the fact that the number of tickets issued by ticket machines has increased since the introduction of the free period. Aberdeenshire Council note also that the scheme has been universally supported by the community, local businesses and elected representatives.
- 4.4.8 East Dunbartonshire Council report similar approval with their system, however they do note operational issues with the enforcement of the scheme, as the driver is responsible for entering their own registration number which leaves the system open to both mistakes, perception of unfair fines being issued and potential abuse. Considering these issues, officers at East Dunbartonshire Council suggest consideration should be made of barrier control on affected car parks. In their opinion, this solution could potentially be a more effective way to provide the same period of free parking, whilst negating the operational issues which they have faced.
- 4.4.9 It should be noted however that the operation of barriers still requires some intervention and would need to be maintained and repaired on occasion.

Technology

- 4.4.10 Three of the four Local Authorities engaged with currently use RingGo technology within their parking solutions. All felt that RingGo is a very useful addition as it provides the driver of the vehicle more flexibility as they no longer have to return to their car to feed the meter and they can go about their business without carrying change to pay for parking or indeed to top up if a longer period is required. Local Authorities note that RingGo can also reduce the number of meters required on street. At present, South Lanarkshire Council do not use RingGo, however they are currently considering its application.
- 4.4.11 Aberdeenshire Council noted that their machines are relatively new pieces of kit, and whilst they allow cash and credit/debit card payments, the technology for contactless transactions was not widely available at the time of procurement. Technology has now moved on, and contactless payments are now available as an add-on to parking machines. Aberdeenshire Council believe that this would be a useful element to specify on any new machines purchased or leased.

5 Consideration of Perceptions with Evidence

5.1 Consideration of views of Johnstone Issues

5.1.1 A number of key issues in Johnstone were raised by stakeholders. Parking surveys have allowed evidence to be collected which can validate or contradict the perceptions of those who participated within the engagement exercise. The following points have been noted.

Town Hall car park is generally full, no turnover, heavily used by Town Hall staff

5.1.2 A key issue noted by various stakeholders was parking specifically associated with the Town Hall. People believed that staff from the Town Hall were parking in the main car park and surrounding streets, which made it difficult for people who needed to use the building or surrounding area to find a parking space. Analysis of the results show that large volumes of arrivals occur in the Town Hall car park between 0900 and 1000, with the car park reaching 80% capacity during this period and remaining at this level until 1600 hours. Surveys also show that whilst there is a healthy turnover of spaces (45% of vehicles in week 1 and 32% of vehicles in week 2) using the car park for up to 1 hour, both survey days also show around 34% of vehicles remaining in the car park for 5 hours or more which is most likely to be people working in the building. Similarly, neighbouring streets appear to have a large number of vehicles parking for large parts of the day.

Safety and Traffic Flow Issues at junctions and Main Street due to inappropriate parking

5.1.3 Numerous comments were received about enforcement levels across Johnstone, some of which were believed to cause both safety issues and traffic flow issues on Johnstone High Street. Interrogating results, surveys found 398 instances of vehicles parked in restricted areas (Double yellow lines, bus stops, zig zags) in week 1 and 268 instances in week 2 across Johnstone itself.

5.1.4 Focusing specifically on the High Street, there were 16 recorded instances of parking in restricted areas in week 1 and 44 instances in week 2.

Difficulties getting a parking space in the off-peak period

5.1.5 Stakeholders, in particular those from Community Groups noted that it can be difficult to find an available parking space in Johnstone around lunch time. Results from Johnstone surveys clearly show that excluding the 8am arrivals which serve Johnstone Rail Station and surrounding streets, arrival patterns increase throughout the morning and peak between 1300 and 1400, validating the views of stakeholders. Figure 5.1 below illustrates the arrival pattern of vehicles across the day to all car parks. Whilst this level of demand allows available capacity in car parks across the town, it should be noted that at this key time of day, capacity is not available in the locations where people would like to park. For example, the large car park at Morrison's skews the results providing available opportunities to park, albeit in a remote location.

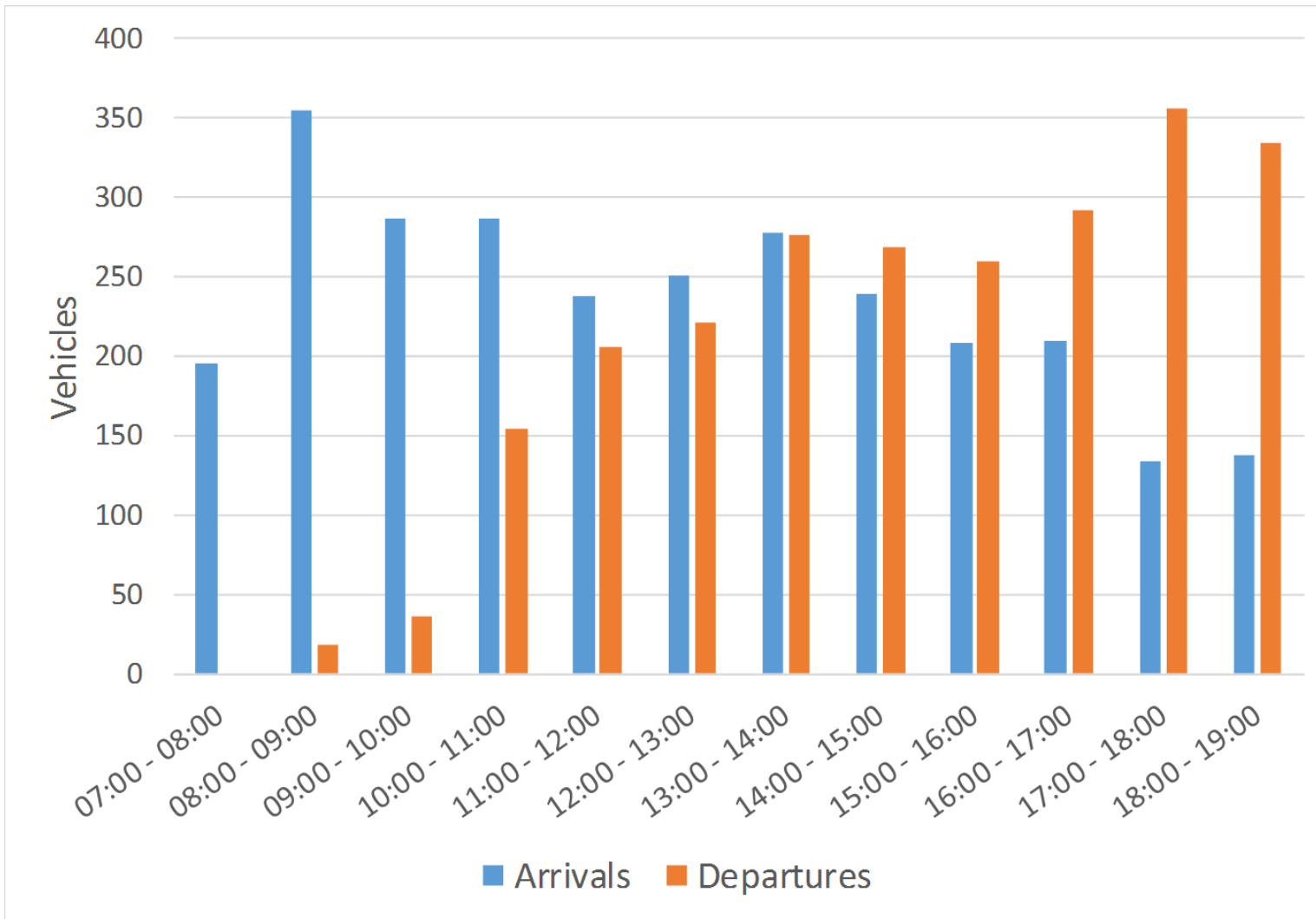


Figure 5.1: Arrival and Departures Johnstone Week 1

Rail Station car park always full, leads to long term commuter parking within the Thorn area

- 5.1.6 Survey analysis shows that on both days surveyed, Johnstone Rail Station car park is very busy and operating at or above 90% capacity by 9am, remaining at this level until at least 5pm. Results show 374 vehicles in the car park before 9am in week 1 and 379 vehicles in week 2. This then leads to commuters parking in surrounding streets in the Thorn area, as they cannot access the station car park.
- 5.1.7 Results show that streets surrounding the rail station are very busy with parked vehicles, and in general those vehicles are parking for 5 hours or more which indicates that these are commuters. All streets surrounding the rail station are affected, but in particular, John Lang Street, Elderslie Street, Thornside Road, Overton Road and Overton Crescent. Figure 5.2 below visually shows the number of vehicles parked in this area for 5 hours or more during the time of the surveys.



Figure 5.2: Instances of vehicles parking for 5 hours or more in residential streets surrounding Johnstone Rail Station

Retail offer provides peripheral parking opportunities not central. e.g. Morrison’s and Patons Mill

5.1.8 Whilst the biggest parking concern amongst stakeholders was the proximity of Johnstone to Braehead, stakeholders also noted large retail offerings in Johnstone which do not charge for parking. Morrison’s, the new Paton’s Mill development and the Phoenix Retail Park which are all outwith the town centre. Morrison’s car park itself was included within the surveys and shows a plentiful supply of free parking. Given the proximity to the new development currently being constructed at Patons Mill, it is conceivable that people may choose to visit this area of the town, rather than the town centre in future.

5.2 Feedback and Perception from Consultation group Renfrew

5.2.1 A number of key issues in Johnstone were raised by stakeholders. Parking surveys have allowed evidence to be collected which can validate or contradict the perceptions of those who participated within the engagement exercise. The following points have been noted.

High St car park is used by local residents and commuters

5.2.2 One of the key issues noted within Renfrew was that the largest car park which serves the town centre, off High Street, was very often busy with residents of local properties and commuters who use the car park as an unofficial park & ride. Survey analysis shows that in both weeks 1 and 2, more than 60 vehicles are arriving around 9am. In both surveyed weeks, around 40% of vehicles remain in the car park for 5 hours or more which validates the perception of use as an unofficial park & ride, or it is being used by workers in the town centre. See Figure 5.3 below.

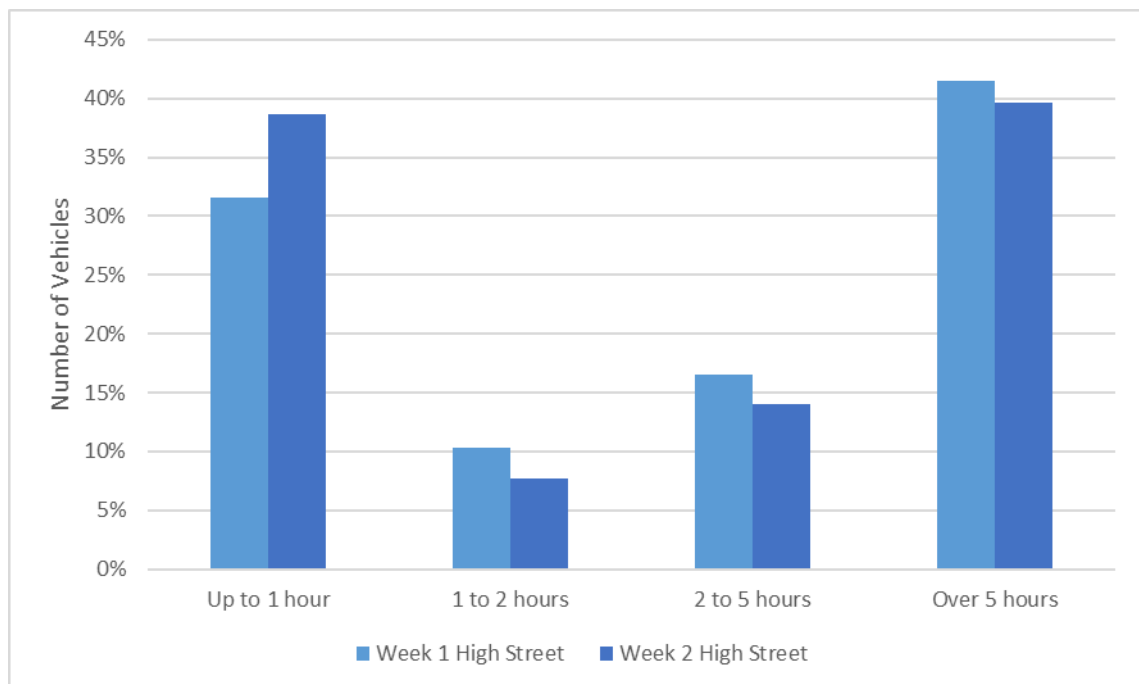


Figure 5.3: Duration of stay – High Street Car Park Renfrew

Interruptions to traffic flow due to inappropriate parking

5.2.3 Consistent with issues noted in Johnstone, stakeholders believed a lack of enforcement led to instances of inappropriate parking within Renfrew town centre which led to issues with safety and traffic flows. Interrogating results, surveys found 209 instances of vehicles parked in restricted areas (Double yellow lines, bus stops, zig zags etc.) in week 1 and 182 instances in

week 2 across Renfrew itself. Considering the main retail areas of High Street, Hairst Street and Canal Street, there were a total of 46 instances of parking in restricted areas in week 1 and 28 instances in week 2.

Car Park signage is poor

- 5.2.4 A common theme amongst any Renfrew discussions was the poor level of signage to car parks which meant visitors were unable to find where there are parking facilities. Whilst on site, evidence could only be found of one sign advising of the main car park off High Street, this was on the southern approach, with no signage on Hairst Street or Canal Street for this car park. There was one sign on Hairst Street for Muir Street car park. It should be noted that there was no evidence of any kind of signage for the Wilson Street car park, indeed the car park is effectively hidden away and will only be known to those with local knowledge.

Extent of parking in Residential areas, and effect of charges and overspill on residents

- 5.2.5 Community Groups were particularly concerned that introducing parking charges would effectively push vehicles into nearby residential streets which are already very busy. Concerns were that residents may not be able to get parked and or if on-street parking charges are enforced this will negatively impact upon residents. Site visits and survey analysis show there are key residential areas located just off the central core which are heavily parked throughout the day. In particular, Renfield Street, Wilson Street, Houston Street and Fulbar Street. These streets are typically operating at, or beyond capacity throughout the day.

6 Options to Consider

6.1 Assessment of Potential Options

- 6.1.1 Considering the findings of all elements undertaken to date, various parking control options have been considered alongside the likely impacts to residents, retailers, workers, visitors and commuters. Results of the impact analysis are contained within Figure 6.1 below.

Ref	Description	Parking Control Measures Options							Residents		Retailer / Businesses		Workers		Visitors		Commuters	
		No charges (on-street)	No charges (off-street)	Enforce existing restrictions	Free period (on-street) with charges beyond free period	Free period (off-street) plus charges beyond free period	Pay & Display (on-street)	Pay & Display (off-street)	(+ve)	(-ve)	(+ve)	(-ve)	(+ve)	(-ve)	(+ve)	(-ve)	(+ve)	(-ve)
1	As existing plus enforcement							✓	-	✓✓	✗	✓	-	✓		✓	-	
2	Off-street free period then pay & display (off-street) plus restrictions							✓	✗✗	✓✓	✗	✓	✗✗	✓	✗	✓	✗✗	
3	On-street free period then pay & display (off-street) plus restrictions							✓✓	✗✗	✓✓	✗	✓	✗	✓	✗	✓	✗✗✗	
4	Enforcement plus free period & pay & display (on & off-street)							✓	✗✗	✓✓	✗✗	-	✗✗✗	✓	✗	-	✗✗✗	
5	Enforcement plus pay & display on and off-street							✓	✗✗✗	✓	✗✗✗	-	✗✗✗	✓	✗✗	-	✗✗✗	

Figure 6.1: Parking Matrix

6.2 Option Appraisal

- 6.2.1 In order to assess the impacts of introducing parking controls a number of measures (options) had to be assessed. These options are a combination of potential parking control measures that have been chosen by PBA and are not led by any preference stated by the Council, or indeed any other consultee or stakeholder.
- 6.2.2 The choice was simply to introduce a simple metric in respect of level of control and enforcement that are non-specific. For example, we have only suggested that a free period is provided but have not been specific about the time that might be suitable and neither have we suggested how the mechanism for pay & display would operate. Needless to say, it is only important to understand the impacts of the options as a parking control measure rather than deliberate on the extent of free period and/or the rate of charges that could be introduced for pay & display.
- 6.2.3 In respect of the impact assessment the options outlined below are applicable for both Johnstone and Renfrew.

Table 6.1: Parking Control Measures

Ref	Parking Control Measure	Comments
1	As existing plus enforcement	This option does not encourage turnover of spaces resulting in long-stay parking off street and on-street where no restrictions are in place. Proper enforcement would allow for increased safety benefits, traffic flow, capacity and pedestrian benefits.
2	Off-street (free period) control plus restrictions	This option would simply allow for a free period in car parks followed by charges for stay longer than the free period and enforcement of the existing restrictions. No charges on street would be applied.
3	On-street (free period) control plus restrictions	This option would allow 2 hrs free parking on-street and then introduce charges for stays longer than the free period. No charges would be made for parking off-street and would put a strain on the car parks in terms of absorbing the displaced vehicles from on-street – the other option is that the parking acts are displaced further into residential streets.
4	Enforcement plus free period & pay & display (on & off-street)	This option would allow for enforcement of on and off-street locations beyond the free period and would require a system to be introduced (ticketing perhaps) to show entitlement of free period parking.
5	Enforcement plus pay & display on and off-street	This option would allow revenue to be generated for all parking acts, at all times. Parking Attendants would require to patrol all day on-street and off-street.

Current Situation

- 6.2.4 The existing situation is that there are no controls of time on any of the Council owned and operated car parks and that vehicles can be parked for as long as they wish without any charges being imposed. There are on-street restrictions in place that rely on self-enforcement and no visible Parking Attendants patrol the areas.
- 6.2.5 In Johnstone and Renfrew the number of on-street spaces varies across the day and night. As a result, there are different parking capacities (availability of spaces) in the daytime and overnight. There are also minor changes in available capacity during the day, as the number of spaces that are available drops when the restrictions are effective.

- 6.2.6 It is considered that there are areas within each area that would benefit from a review of restrictions to facilitate or allow more on-street parking opportunities.
- 6.2.7 The total number of parking spaces available in Johnstone and Renfrew (within the area surveyed).

Table 6.2: Available Parking Stock

Capacities	Johnstone	Renfrew
Overnight (6pm to 8am)	3,667	2,017
Daytime (Restrictions in place 8am – 6pm)	3,284	1,842
Off-street (Public)	426	173
Off-street (Private)	611	210
Off – Street (Private – Other)	409	-

Note; Totals also include disabled spaces.

Enforcement

- 6.2.8 Although Renfrewshire Council have been operating Decriminalised Parking Enforcement for many years, it appears that the only enforcement activity is limited to Paisley. The outlying settlements and villages have Traffic Regulation Orders in place that promote the appropriate control of on-street road space. It is not known however, whether any of the Council car parks have car park Traffic Orders and it is possible that some of the car parks have historical by-laws still in place. These would have dealt with the activities that were appropriate within the car parks such as camping, overnight stays.
- 6.2.9 The Police still have an occasional role to play in respect of parking but usually this will be limited to issues such as physical obstructions of driveways etc.

Free period(s)

- 6.2.10 The consideration of a 'free' period is similar in many respects to limited waiting which already exists in Renfrewshire Council area. The main issue with respect to providing a free period is fixing the correct length of time that is appropriate for all users. There are many variations used across Local authorities in Scotland ranging from 1 hour up to 2 and even 3 hours. Business groups generally disagree as to what an appropriate duration for free parking should be.

Pay & Display

- 6.2.11 The term Pay & Display refers generally to the charging of road space either on-street or in car parks by displaying a ticket bought from a machine on a car windscreen. For the purposes of this report there has been no efforts made to suggest the level of tariff that would be applied or in fact whether it would be a flat rate or escalating charging mechanism.
- 6.2.12 In order to assess impacts, we have grouped them into the following categories / groups; Visitors, Residents, Retailers/Businesses, Workers and Commuters. A definition of each group of users is shown below.
- Visitors – a visitor is classified as being anyone that has a reason to visit the area, for any purpose and could be to visit shops, friends etc.

- Residents – a resident lives within the survey extents and occupies one of the households in the study area, either as an owner occupier or a tenant.
- Retailers/Businesses – a retailer and /or business is a premise within the survey extents that provides a retail offer or commercial premise
- Workers – a worker is someone that has a place of employment within the survey area. Either on a temporary or permanent basis.
- Commuters – a commuter is classed as being a person that travels into and out of the area only for the purpose of travelling to or from their place of employment, or to transfer to another mode of transport, such as the park & ride users at Johnstone rail station.

Johnstone – Current Restrictions

6.2.13 The range of current restrictions in Johnstone can be found in Table 6.3 below.

Table 6.3: Parking Restrictions in Johnstone

Johnstone On- Street Parking Restrictions
Monday – Saturday 8 – 6pm
Monday – Saturday 8am – 6pm
Monday – Saturday 8am – 6pm 30 mins. No rtn 1 hour
Monday – Saturday 8am – 6pm 30 mins. No rtn within 1 hour
Monday – Saturday 8-6pm No rtn 60m
Monday – Saturday 8 – 6pm 30 mins. No rtn within 1 hour
8am – 6pm
Monday Friday 10am Monday - 3pm 1 hour. No rtn within 1 hour
Monday – Friday 10am – 2pm
Monday – Friday 10am – 2pm
Monday – Friday 8am – 6pm
Except taxis
Residents only
Visitors
No stopping except local buses

6.2.14 It can be seen that there are a wide range of parking restrictions in place in Johnstone. Most of the restrictions are common to urban areas although the key issue to note is that there are a series of Monday to Friday restrictions in and around the station. This appears to imply that it is only weekday parking needs to be controlled. It should also be noted that there is a lack of consistency in wording and terminology of restrictions, even if restrictions essentially mean the same thing.

6.2.15 It should also be noted that no surveys were commissioned over the weekend and therefore it has not been possible to determine whether parking patterns on a Saturday or Sunday are any different from mid-week.

Renfrew – Current Restrictions

6.2.16 The range of current restrictions in Renfrew can be found in Table 6.4.

Table 6.4: Parking Restrictions in Renfrew

Renfrew On- Street Parking Restrictions
No loading at any time
Monday – Saturday 8am – 6pm
Monday – Saturday 8-6pm
Mon – Saturday 8:00 – 18:00
Monday – Saturday 8am – 6.15pm
Monday – Saturday 8am – 6pm No loading at any time
Monday – Saturday 9-6pm 1hr No return within 1 hr
Monday – Saturday 8am – 6pm goods loading only
Monday – Sun 8-6pm goods veh loading only
No stopping m-f 8-6pm
No stop 8.30-9.15 2.40-4pm except bus/coach school days
Residents only

6.2.17 It can be seen above that the restrictions in both areas are broadly similar and that the main level of controls are Monday – Saturday with standard urban restrictions varying from No Waiting and No Loading At Any Time through to specific locational restrictions such as No Stopping outside schools at the start and end of school days.

6.2.18 The most obvious difference between the two location is relative to the Monday to Friday restrictions that exist in Johnstone. These are specifically found around the rail station and were obviously made to try and curb inappropriate commuter parking on surface streets and in residential areas. As with signage in Johnstone, lack of consistency in wording of orders should be noted.

Findings of Options Appraisal Exercise

6.2.19 In terms of impacts there is a distinct and clear correlation between the severity of restrictions and the extent of negative impacts. For the purposes of the study the existing baseline was assessed as being neutral. This was intentional, as any impact would be a subjective measure of how the areas were operating at the present and this information was not provided to PBA.

6.2.20 In fact, this was determined not to be required – in reality, the best measure of how each area operates at present is found by looking at the number of contraventions (illegally parked vehicles) recorded on the survey days. In both areas, the total number of illegally parked vehicles was found to fluctuate between 5 and 10% of the total number of parking acts in the weekday.

6.2.21 This simple figure alone allows a case to be made for the introduction of parking controls and for levels of intervention to be introduced as the pattern of illegal parking continues throughout the day, it is evident that the busiest spells in both area are found to be build up to lunchtime and then tail off again.

As existing plus enforcement (Ref 1)

- 6.2.22 There are presently no charges for on or off-street activity in both areas and this results in drivers only being regulated by the existing Traffic Regulation Orders (On-street restrictions).
- 6.2.23 In Johnstone, the rail station car park is almost always at capacity and provides very little turnover of spaces which causes overspill on to surface streets and into predominantly residential areas. There are no significant impacts directly on High Street as most of the parking pressures are found on the adjacent streets, either side of the High Street and off Thorn Brae.
- 6.2.24 In Renfrew, the main pressure for on-street parking is Hairst Street and High Street with significant volumes of parking in residential streets near the central core.
- 6.2.25 By changing nothing physically other than introducing enforcement there would be modest positive impacts on visitors, residents, workers and commuters. This is explained by the removal of illegal vehicles and benefits that are derived by improved capacity, safety enhancements such as improved junction visibility. The group that receives the most positive impacts (medium) from enforcement is retailers and businesses. This is a direct result of improved access to their properties and businesses for loading and deliveries. It is also evident that retailers and businesses would have a modest negative impact due to the fear of fines being imposed and the potential for customer footfall to be affected.
- 6.2.26 In Johnstone, the impacts of enforcement would be more significant due to the scale of the area that would require to be covered. This would also create a burden for the allocation of Parking Attendants, although they could operate on a mobile basis to gain more coverage between respective towns and settlements.

Off-street (free period) control plus restrictions (Ref 2)

- 6.2.27 By introducing a 'free' period in off-street locations is no different to the existing position in car parks initially, although there would be controls on parking beyond the free period by the introduction of pay & display. This would result in income being derived and controls imposed for those drivers that were previously parking for longer periods (long-stay) as well as the initial capital expenditure of new hardware and revenue expense of maintaining the machines (unless of course a lease option was pursued)
- 6.2.28 In general terms, visitors, workers and commuters would expect to derive a modest positive impact with retailers also expecting a medium positive impact, as there would be no charges on-street at all. It is also evident that a lack of control on-street would result in a situation which would allow unrestricted on-street provision and this would discourage turnover of spaces.
- 6.2.29 In both Johnstone and Renfrew this could result in a lack of turnover of spaces and occupation of spaces that are considered to be 'premium' or in high demand by those that arrive earlier in the day. This would most benefit shop workers who by their very nature arrive at Johnstone retail premises in advance of customers to open shops and businesses.
- 6.2.30 Similarly, commuters and workers would likely choose to park on-street rather than in car parks and this would put a strain on an equitable supply of spaces in both areas. The length of surface parking opportunities (no. of spaces) is higher in Johnstone than in Renfrew and therefore it would be expected that outlying areas would become busier.
- 6.2.31 In this scenario, there would be a likelihood of a comprehensive review of Traffic Regulation Order including a review of the possibility of resident permit schemes to ensure equitable access to on-street locations.

6.2.32 The fact that workers would experience a medium negative impact may also lead to pressure for the introduction of business permits. There is no evidence from elsewhere that business permits are an effective parking control measure.

On-street (free period) control plus restrictions (Ref 3)

6.2.33 This combination of control measures would allow on-street parking on a 'free' basis up to an undefined period and then the introduction of pay & display thereafter. Enforcement of existing restrictions would continue. This would impact most on those people that wanted to park for longer on-street, although the fact that off-street would not be controlled this would inevitably transfer a number of parking acts causing pressure on the availability of spaces, particularly during the day.

6.2.34 In Johnstone this might result in more people parking in the likes of Morrisons car park which only ever appears to be around 40% capacity at the busiest spells of a standard weekday.

6.2.35 In Renfrew, there is little scope to accommodate many more parking acts in the car parks and therefore it would be expected that displaced parking acts would occur on surface streets.

6.2.36 The group most adversely impacted by this combination of measures would be commuters. This issue is most prevalent in Johnstone as the success of the park & ride car park cannot accommodate the number of users. The net result is a busy car park from early in the day and very little availability for anyone else later in the day. This causes transfer onto surface streets and this appears to be steadily growing.

6.2.37 It should be noted that there has been a recent introduction of a subsidised service from outlying areas to and from Johnstone rail station and although this might take some pressure off the car park it will probably suit off-peak visitors more than peak users. Those commuters choosing to transfer from road to rail may not be prepared to endure the journey length on a bus when the same journey by car is significantly quicker.

6.2.38 It is expected that disabled persons & servicing vehicles would benefit from restrictions being enforced as better access to parking opportunities would exist.

Enforcement plus free period & pay & display (on & off-street) (Ref 4)

6.2.39 This combination of parking measures would allow free parking for an undefined time with enforcement of restrictions, plus the introduction of pay & display beyond the free period. This allows access to both on-street and off-street facilities for the initial basis and encourages long stay parking to either be displaced or forced into car parks.

6.2.40 There would be equity in respect of the control of both on and off-street areas and the manner in which these areas are controlled would be easily understood and followed by affected groups.

6.2.41 This range of measures would require an agreed system of pay & display control to ensure that both the free period and the regulated period beyond are dealt with fairly. It could also be worth considering whether barrier control in car parks is in fact necessary or whether an ANPR (Automatic Number Plate Recognition) system could be operate e.g. leave for nothing within free period or pay on exit.

6.2.42 In terms of impacts the groups that are most affected by this range of measures would be workers and commuters who would feel that this would favour short-term requirements but not long-term parking demands. To counter this, a review of how the charges in the car parks could be considered to ensure that there is a fair system in place to accommodate people that park for longer.

- 6.2.43 In addition to the above it may also be worthwhile to consider whether some of the car parks operate with short and long term focus, so that there is an active positive strategy to accommodate this trend.
- 6.2.44 In respect of positive impacts it is considered that retailers gain the most out of this with the introduction of a free period that encourages turnover and allows opportunities for more people to get closer to their chosen destination. Again, this is more impacted in Johnstone due to the scale of the survey extents than Renfrew.

Enforcement plus pay & display on and off-street (Ref 5)

- 6.2.45 This range of parking measures is the most stringent of all being proposed and would operate both enforcement of existing restrictions, plus immediately controlling on and off-street locations.
- 6.2.46 It would require the presence of Parking Attendants to ensure that all surface streets were being properly managed and as in almost all cases this would be more onerous for Johnstone due to the extent of the area that was considered during the survey.
- 6.2.47 It should also be noted that in respect of introducing this option it would be recommended that a review of Traffic Regulation Orders is undertaken. This would ensure that both areas have the benefit of a review of historical parking restrictions that may have been introduced in the past and may either benefit from being updated and / or the extents of their coverage re-assessed.
- 6.2.48 Not surprisingly this range of measure has the most significant impact across all user groups with more groups feeling adversely impacted and fewer having any positive benefits. Out of all scenarios this would be the one that generates the fewest positive impacts.
- 6.2.49 It should also be noted that if this range of measures was considered then there would be a feeling that the scale of impacts would be disproportionate with Johnstone being almost wholly covered and Renfrew having tighter controls.

Future trends/ influences on demand

- 6.2.50 It must be acknowledged that there are other external influences that could impact the towns of Johnstone and Renfrew. Whilst it is not expected that this report covers these future issues or emerging trends it is considered necessary to highlight the likely demand impacts that could affect parking demand in each of these areas.
- 6.2.51 The most obvious impact is the changing retail environment with the constant market impacts on the type of shops and businesses there are within established town centres. The increase in internet based shopping is continuing to have an influence on the shape of the traditional High Street. If this trend continues there are likely to be more online deliveries and that town centres may experience more cafes, takeaways etc. rather than independent shops.
- 6.2.52 In addition to this, Table 6.5 below shows some other potential impacts (in no particular order of priority).

Table 6.5: Future Trends and Impacts on Parking Demands

Future trend / Emerging Issue	Potential Impacts on Parking Demands
Autonomous Vehicles	This could influence the decision to travel if the vehicle can do that for you and with technology improvements such as park

	assist there may be more vehicle movements and parking without human influences.
Electric Vehicles	More electric vehicles will place demands on charging points in public areas – on-street and off-street
Coordinated Deliveries	This could help to reduce demands on deliveries and servicing in town centres
Real-time information	This would improve visibility of traffic conditions and even parking opportunities
Rising Insurance Costs	This might impact the affordability of certain groups in determining whether they become car owners
Smart / Integrated Ticketing	This might help people to switch between modes
Working from Home	This could impact on the traditional travel to work experience leading to less of a need for personal car ownership
Fuel Tax	This could impact on the economic decisions associated with car ownership
24hr retail	This might influence the way in which people shop and when.
Car Sharing Schemes	If popularity improves this might reduce the number of vehicles owned
Public Transport Investment	Improved public transport could influence car ownership and use so that informed travel choices are made
Affordability – cost of living v cost of travel	If general living costs increase and travel costs then a choice will be required to determine what is more important.

6.3 Implementation Programme

- 6.3.1 When considering the introduction of any kind of parking controls it is important to fully understand what can be introduced to solve any identified problems, but also understand the timeline and process required for introduction. Immediate changes are not always possible and therefore planned interventions need to be considered.
- 6.3.2 As such, an indicative implementation plan has been provided below which provides key short and medium term interventions alongside wider strategic priorities which Renfrewshire Council may want to consider taking forward. Potential interventions have been grouped into three categories as follows:

- Short-term immediate actions to improve the quality of parking stock currently available;
- Introduction of charged parking in key areas;
- Consideration of wider strategic measures which could help better manage the parking stock within Renfrew and Johnstone.

Short-Term Immediate Actions

Enforcement of Current Restrictions

- 6.3.3 The impact analysis has highlighted that current levels of enforcement across Renfrewshire are not adequate to achieve effective compliance. Stakeholders noted numerous issues with vehicles being parked in restricted areas which led to safety issues and traffic management problems. The general consensus was that Parking Attendants are rarely, if ever seen in Renfrew and Johnstone which has led to contraventions of parking regulations throughout the working day. If Renfrewshire Council were to provide improved levels of enforcement, parked vehicles would move to more appropriate locations, such as off-street car parks and streets with available capacity.

Maintenance of existing Off-Street Parking Facilities

- 6.3.4 The review of parking facilities highlighted varying standards of off-street parking facilities across both Renfrew and Johnstone. In general, car parks operated by the private sector tended to have better facilities in terms of maintenance, surface conditions and lining. A short term intervention to improve the parking offer within Renfrew and Johnstone will encourage increased use of facilities. Whilst this can be introduced as part of maintenance plans, Renfrewshire Council may wish to review facilities to ensure appropriate levels of disabled spaces are provided and if appropriate, consideration of the introduction of electric vehicle charging points.

Improved Signage to Car Parks

- 6.3.5 Stakeholders noted that signage to car parks was currently poor across both towns. Site visits confirmed this issue which was particularly prevalent in Renfrew itself. By providing appropriate signage and raising awareness of parking facilities will direct people to the most appropriate car park for them depending upon location and likely duration of stay. Improved signage to car parks can also reduce searching time where traffic can cause congestion problems due to unnecessary circulation.

Traffic Regulation Order Review and Amendments

- 6.3.6 The purpose of this element is to ensure that the TROs which are in place are appropriate, consistent, robust and to amend their extent where necessary. In particular, many minor problems can be addressed through the implementation of new or amended waiting restrictions.
- 6.3.7 It is also essential that TROs are legally enforceable to ensure that people cannot exploit loopholes which allow them to park illegally or which inhibit the ability to penalise illegal parking. Similarly, before any new charged parking measures can be introduced, TRO's must be prepared. Consideration should be made at an early stage to review relevant TROs to allow time for amendments to be made.

Consideration of Long and Short Stay Parking Requirements

- 6.3.8 Alongside the review of traffic regulation orders, it will be useful at this stage to develop a detailed understanding of the requirements for and balance between short and long stay parking

which is required in both Renfrew and Johnstone. As noted previously, there is evidence to suggest that some form of parking control would be useful at key areas in each town to allow better management of spaces throughout the day. Initial analysis suggests High Street car park in Renfrew and the Church St car park located at Johnstone Town Hall would be useful areas to introduce some kind of control, whether that is maximum parking durations or a parking regime should be further considered. Both Dimity Street and William Street car parks in Johnstone also display high numbers of long stay parking and could be considered as part of this analysis, however it will be important to remain cognisant of the requirements of residents and those who have to use these car parks all day when any decisions are made.

- 6.3.9 Similarly, there may be merit in providing enhanced parking controls on streets surrounding car parks to ensure parking management does not simply serve to displace vehicles onto inappropriate streets which may result in congestion and safety issues. In order to take any of these interventions forward at a later date, TRO's will have to be properly assessed and prepared. At present, parking surveys have only been undertaken at weekdays and should Renfrewshire Council wish to introduce any kind of parking management at weekends, we would strongly recommend additional weekend surveys are undertaken to fully understand the baseline situation.

Medium Term - Introduction of Charged Parking in Key Areas

Parking Management through charges and maximum period parking

- 6.3.10 Once all immediate interventions have been actioned, it may be appropriate to consider the introduction of an element of parking management and associated charges to be introduced in key locations of Johnstone and Renfrew. Options to be considered have been discussed within Section 5 of this Report and could involve options of free periods of parking, both on and or off-street, enforced maximum stay durations, or the introduction of pay and display parking.
- 6.3.11 It should be noted that it may not be appropriate to introduce a blanket solution across each or both town and instead define a parking strategy which properly manages the parking stock so as to allow for appropriate levels of short, medium and long stay parking. Such a solution would be likely to include periods of free parking, and maximum stay durations in one or more strategic car parks which could facilitate improved turnover and a balanced level of parking provision.

Controlled Parking Zones (CPZ) / Residents Parking Zones

- 6.3.12 Alongside the introduction of parking management, it may be necessary to consider introducing Controlled Parking Zones in key locations where parking management is required. The use of Controlled Parking Zones offers advantages in comparison to Resident Parking Schemes as it allows spaces in the area to be used by both residents and non-residents. Where resident parking is required it is recommended that a reasonable proportion of kerbside space is allocated to users with Residents Parking Permits.
- 6.3.13 This enables those that do not take their car to work to leave it at home without being penalised whilst those that do move their car during the day will free up space for other people to use maximising the shared use potential of kerbside space. CPZs would only be active during defined hours with restrictions typically not being in place in the evening and weekends. Such a scheme may be most appropriate in areas which currently experience significant pressure on residential streets. Renfrewshire Council have received complaints from residents in certain areas due to unwanted/inappropriate parking on residential streets.

Medium – Long Term Interventions

Investigate Potential for Increasing Park & Ride Facilities

- 6.3.14 To consider all existing monitoring and populate the gaps in data to consider the size of park & ride car parks relative to the catchment of particular areas.
- 6.3.15 Our work has shown that Johnstone Park & Ride is an outstanding success. There is also anecdotal evidence that significant numbers of people use Renfrew as an unofficial Bus Park & Ride. We note that Renfrewshire Council has 795 park & ride spaces against a population of 175,900 – which equates to 0.45%. North Lanarkshire Council has 3,180 spaces for a population of 339,400 which equates to 0.94% and South Lanarkshire Council has 2,331 spaces for a population of 317,100 – a provision rate of 0.74%. These figures show that for the size of the local authority and considering its strategic location, more could be done to provide greater opportunities to increase park & ride provision.
- 6.3.16 We would therefore recommend a two-stage approach, which includes early engagement with Strathclyde Partnership for Transport (SPT) and then a short evaluation exercise considering the potential to increase park & ride provision at key locations across Renfrewshire including current sites and potential new park & ride facilities. A Feasibility study should consider catchment, deliverability, value for money, costs and predicted benefits.



Figure 6.2: Implementation Plan

6.4 Conclusions

- 6.4.1 Whilst this impact assessment was never intended to recommend specific parking controls being introduced, we have been able to provide an evidence base as to the current parking situation within both Johnstone and Renfrew, an understanding of current problems and issues with regards parking and an overview of the likely impacts upon various affected groups who use these towns.
- 6.4.2 Our findings have shown that there are pressures on parking stock in key locations across both Renfrew and Johnstone which leads to lower accessibility to the town centres themselves. Parking controls can help alleviate these issues if they are designed appropriately and effectively manage the balance between short and long term parking availability, so as to best serve the towns themselves.
- 6.4.3 An implementation plan has been provided which sets out a series of short, and medium term interventions which can be delivered, ranging from basic improvements to current car parks and enforcement, through to setting the basis for considering which areas would benefit most from a parking management approach. We also recommend that consideration is given to exploring options to increase park & ride provision across Renfrewshire which would then alleviate some of the problems noted within Renfrew and particularly around Johnstone rail station.