

**To: LEADERSHIP BOARD**

**On: 19 JUNE 2019**

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**Report by: Director of Environment & Infrastructure**

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**Heading: REVIEW OF CAR PARKING IN PAISLEY TOWN CENTRE**

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## **1. Summary**

- 1.1 At the Council meeting of 13 December 2018, the Council discussed a motion to pilot a free three hours period of parking in Paisley Town Centre.
- 1.2 Council agreed that the parking arrangements in Paisley Town Centre be reviewed together with the financial implications, with a report being brought prior to the Council meeting of 28th February 2019. The review was to include:
  - Consideration of 3 hours free parking,
  - The provision of electric charging points,
  - Disabled parking spaces and
  - Improved car park signage
- 1.3 A report was presented to the Leadership Board on 20<sup>th</sup> February 2019, where it was agreed to establish a working group to discuss and review the parking provision within Paisley Town Centre and that outputs from the Working Group will be brought back to a future Leadership Board for consideration.
- 1.4 The Paisley Town Centre Car Parking Working Group first met on Thursday 28<sup>th</sup> March 2019. The Working Group contained Elected Member representation from the 3 largest political groups, officers from the Council, representation from business, public transport operators and private car park operators. The Working Group of the 28<sup>th</sup> March concluded by agreeing for the Council to look at legal, infrastructure, procurement and financial requirements and implications of piloting a period of time limited free car parking in Paisley Town Centre in off street parking car park locations.

- 1.5 The Working Group met next on 17<sup>th</sup> May 2019 to consider the requirements and implications of piloting a period of time limited free parking in Paisley Town Centre, discussing the implications as set out in detail in section 4 of this report. The Working Group concluded that it was important to support the economy of the Town Centre. However, there were potential financial implications and risks for the Council, private car park operators and public transport operators. It was agreed that piloting a period of time limited free parking would allow these implications to be quantified and considered against the economic benefits gained to the Town Centre through the pilot.
  - 1.6 The Working Group agreed as its key output piloting of a period of time limited free parking for 3 hours in 5 Paisley Town Centre car parks on a Monday – Sunday basis for a period from July 2019 to the end of January 2020 and to reintroduce parking tariff charges on a Saturday in all other Council operated off street car parks.
  - 1.7 The Working Group agreed that it was important for any pilot to be evaluated and to establish data metrics to measure and assess the impact the pilot has on Paisley Town Centre, to allow evaluation to inform future Car Parking Policy decisions. The key metric categories to assess the pilot are set out in section 5 of the report.
  - 1.8 The pilot is proposed to run for an initial period of 6 months at which point the outputs and outcomes from the pilot evaluation will be discussed by the Paisley Town Centre Car Parking Working Group, and then reported to Leadership Board for consideration.
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## **2. Recommendations**

It is recommended that the Leadership Board:

- 2.1 Notes that the Paisley Town Centre Car Parking Working Group has met to discuss car parking in Paisley Town Centre and the outputs from those meetings are contained within this report for consideration.
  - 2.2 Agrees to pilot a 3-hour period of free parking in 5 car parks in Paisley Town Centre as set out in paragraphs 4.9 and 4.10 for an initial period of 6 months.
  - 2.3 Agrees to introduce tariff charges in off street Council car parks in Paisley Town Centre on a Saturday as set out in paragraph 4.11.
  - 2.4 Notes the financial implications for the Council through piloting a period of free parking as set out in paragraph 4.16 of the report and agrees to fund the pilot from existing resources earmarked to support regeneration and development activities in Paisley Town Centre as set out paragraph 4.17.
  - 2.5 Agrees to evaluate the economic, financial and transportation impact of the car parking pilot, with a report being brought back to a future Leadership Board to inform future car parking Policy in Paisley Town Centre.
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### **3. Background**

#### Car Parking Spaces and Charges in Paisley Town Centre

- 3.1 There are over 2,100 tariff paying on and off street car parking spaces in Paisley Town Centre. The Council controls 1,250 car parking spaces in Paisley Town Centre (Zone 1 to 3) - 235 on street spaces and 1,015 in car park spaces over 19 car parks. There are 838 privately operated car parking spaces in Paisley town centre. 530 spaces at the Paisley centre and 338 spaces at the Piazza centre and 75 park and ride spaces at Paisley Gilmour Street Station.
- 3.2 There is a significant supply of free on and off-street car parking options available for car users on the periphery of the town centre – eg. Morrisons supermarket at Lonend, West College Scotland campus at Renfrew Road, the new Wallneuk retail development as well as numerous streets where car parking is free of charge with no restrictions. This overall supply is far greater in total numbers than that available within the Council controlled parking of 1,200 spaces.

#### Parking Charge Income & Expenditure

- 3.3 Paisley Town Centre's on and off-street car parking Policy generates approximately £1 million of income per annum for the Council. £820,000 is generated through parking tariffs for on and off-street car parking in Paisley, and £180,000 in parking fine income throughout Renfrewshire.
- 3.4 The Council's gross expenditure in management and enforcement of Paisley and Renfrewshire's Special Parking area and associated traffic regulation orders is approximately £560,000 per annum. These resources include car parking staff, maintenance of car parks, parking wardens, rates, and management and administration of parking fines.

### **4. Car Parking Working Group Outputs**

- 4.1 On the 28<sup>th</sup> March 2019 the Working Group first met and discussed an overview of Paisley Town Centre Parking provision and agreed what would be defined as the Paisley Town Centre Parking area. The group then undertook an exercise to establish the strengths and weaknesses of the current provision of parking in Paisley Town Centre and the opportunities and threats of the provision of a period of free parking in Paisley Town Centre. The group then discussed the specific request from Paisley First for 3 free hours of parking in Paisley Town Centre to be provided. During the discussion Paisley First felt that shoppers preferred to go to out of town shopping centres as it is free to park, that the price of parking was prohibiting locals making frequent trips to the town centre and that on Saturdays and Sundays the Council car parks and on street parking locations were fully occupied by workers and commuters, from early in the morning, preventing visitors from parking.
- 4.2 The concluding output from the meeting of 28<sup>th</sup> March was for the Council to undertake work to consider a proposed pilot of time limited free parking taking account of the legal, procurement, infrastructure and financial requirements and implications.

- 4.3 The Car Parking Working Group met for a second time on 17<sup>th</sup> May 2019 and the Council updated on the legal, infrastructure, procurement and financial requirements for the Council of piloting a period of time limited free parking in Paisley Town Centre at specific locations as set out below.

#### Legal Implications

- 4.4 To change tariff and tariff periods in off street Council controlled car parks a notice requires to be placed in the paper to advise of the change. There is no legal challenge to this approach and the timescales for doing so are all down to when advertised allowing a change in parking policy and tariffs to be introduced.
- 4.5 For on street parking to change parking arrangements, a revised Traffic Regulation Order (TRO) would be required. This would likely take 9-12 months process.

#### Procurement

- 4.6 If a pilot were to progress modern parking meters would be procured. These would all be linked to each other and require drivers to enter the registration number of their vehicles and would prevent individuals parking for more than the permitted free period across all the pilot car parks.
- 4.7 The investment in these meters and hand held devices for Parking Wardens would be around £30,000 for a pilot. This will allow card payments as well as coins. As it is a limited number of meters, phone payments will not be possible as part of this pilot.
- 4.8 The procurement lead time for meter installation is estimated at mid July 2019.

#### Proposed Car Park Pilot Locations & Weekend Parking

- 4.9 5 car parks were put forward for discussion at the Working Group as potential locations to pilot a period of time limited free parking, these being Orchard Street, Weighhouse Close, Hunter Street, Oakshaw and School Wynd Car Parks. These car parks were chosen based on their proximity to shopping and business locations within the Town Centre.
- 4.10 The table below sets out these 5 car parks, a totalling 186 car parking spaces, approximately 20% of the Council off street car parking spaces.

Car Park	No of Spaces	% of vehicles paying for 3 hrs or less	Annual Total Income
Orchard Street	25	69%	£32,500
Weighhouse Close	32	73%	£79,000
Hunter Street	82	78%	£63,000
Oakshaw	27	79%	£23,000
School Wynd	20	78%	£28,000
Totals	186		£225,500

- 4.11 To attract and make it easier for visitors to park in Paisley Town Centre on a Saturday, it is proposed to introduce parking tariff charges in off street car parks. The tariff charges would replicate the times and charges that apply in the Paisley Town Centre car parks on a Monday – Friday basis. The exemption to this being the 5 car parks that are taking part in the pilot as set out in paragraph 4.9 where there will be time limited free parking and the ground floor car park of Renfrewshire House which would remain free to park in on a Saturday and Sunday.

#### Financial Implications for the Council

- 4.12 The income from these car parks for a period of free parking is estimated at £225,000 annually, £208,000 of this is generated by vehicles parking for less than 3 hours.
- 4.13 It is expected that if there were a period of time limited free parking, car owners who currently park in other car parks would migrate to the pilot car parks, decreasing the overall income generated. There is also likely to be a reduction in parking fine income. A value of £70,000 reduced income has been placed on this.
- 4.14 The total income from these car parks, for a period of free parking is around £278,000. Approximately 27% of total parking income received annually by the Council.
- 4.15 The parking tariff income from a Saturday, it is anticipated to generate around £70,000 per annum.
- 4.16 When the lost income of £278,000 is offset against additional Saturday income, there is a net reduction in income to the Council of up to £208,000 per annum through piloting a period of 3 hours free parking in 5 car parks in Paisley Town Centre.
- 4.17 In order to meet the shortfall in budgeted income that would arise during this time limited pilot period, funding is proposed to be drawn from existing resources earmarked to support regeneration and development activities in Paisley Town Centre. Any subsequent decisions taken in relation to the permanent parking operations beyond this pilot period will require the identification and approval of a recurring source of funding to be identified within the Council's overall budget.

### **5. Evaluating the Impact of the Free Period of Parking in Paisley Town Centre**

- 5.1 The pilot of a time limited period of free car parking is to support economic prosperity and growth of business in the Town Centre. In order to evaluate the pilot period of free car parking in Paisley Town Centre, it is important to have key economic and financial metrics to assess the positive and negative impact of the pilot and evaluate these for informing the future of Paisley's Town Centre Parking Policy.

5.2 The following measures will be used to support the pilot evaluations:

Economic & Visitors

- Footfall data from shopping centres
- Footfall data from individual businesses such as banks, larger retail outlets and restaurants
- Visitor numbers
- Business Survey

Transportation Data

- Bus patronage data
- Train passenger data
- Car park occupancy and turnover both Council and private car park operators

Financial

- Retail and Business spend
- Revenue income from Council operated car parks, on street parking and parking fine income in Paisley Town Centre
- Revenue income from private car park operators
- Bus patronage income

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**Implications of the Report**

1. **Financial** – *The financial implications are set out in section 4 of the report.*
2. **HR & Organisational Development** -
3. **Community Planning**  
**Reshaping our place, our economy and our future** – *The proposal set out in the paper seeks to support the economic growth of Paisley Town Centre*
4. **Legal** - *None*
5. **Property/Assets** – *Investment in parking meter infrastructure.*
6. **Information Technology** – *New infrastructure technology piloted*
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
8. **Health & Safety** – *None*

9.           **Procurement**– *None*
  10.          **Risk** – *None*
  11.          **Privacy Impact** – *None*
  12.          **Cosla Policy Position** – *None*
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#### **List of Background Papers**

- (a)       Leadership Board report of February 2019 – Review of Car Parking in Paisley Town Centre.
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