

**To: INFRASTRUCTURE, LAND AND ENVIRONMENT POLICY BOARD**

**On: 29 AUGUST 2018**

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**Report by: DIRECTOR OF ENVIRONMENT & INFRASTRUCTURE**

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**Heading: REVIEW OF CAR PARKING PROVISION AND CHARGES – PARKING  
CHARGES IN JOHNSTONE AND RENFREW**

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## **1. Summary**

- 1.1 This report provides a progress update and final position on the Review of Car Parking Provision and Charges, across Renfrewshire, specifically providing an update on the introduction of Parking Charges for on and off-street parking in Johnstone and Renfrew. There is a separate report at item 8b to be considered by this Policy Board which relates to Residents and Business Parking Permits in Paisley, Johnstone and Renfrew town centres.
- 1.2 The report details the feedback received to the online engagement and public meetings of June 2018 on the key findings of the Impact Assessment, as undertaken for Johnstone & Renfrew town centres.
- 1.3 The decisions approved by the Infrastructure, Land and Environment Policy Board (ILE) of 8th November 2017 and 30th May 2018 have been progressed. The report also addresses the Motion to Council in December 2017 which agreed to engage and consult with communities and that the implementation of parking charges would only be introduced if the consensus was that there would be benefit to the local community.
- 1.3 Overall, the feedback received from the public engagement In June 2018, showed agreement with many of the key findings and proposals as set out in the Impact Assessment. The areas of agreement being that there are parking problems and pressures around key locations and residential streets in Johnstone & Renfrew town centres.

- 1.4 The Johnstone community were in overall agreement with the findings of the Impact Assessment. However, the community, and in particular the business community, were opposed to the introduction of parking charges and changes to the current parking management arrangements. In Renfrew, the community and businesses broadly agreed with the Impact Assessment findings and proposals, with a lower number of responses received.
  - 1.5 Overall, the medium-term interventions as set out in the Impact Assessment findings to introduce car parking control charges after a period of free parking were supported by 51% of respondents. The main intervention suggested by the respondents to address parking problems and pressures in key locations in both town centres, was to create additional car parking provision.
  - 1.6 Paragraphs 5.2 to 5.5 of this report sets out options for the Policy Board to consider to take forward the Review of Car Parking Provision and Charges across Johnstone & Renfrew town centres.
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## **2. Recommendations**

It is recommended the Infrastructure, Land & Environment Policy Board:

- 2.1 Notes the feedback received from the public engagement exercise into the findings of the Impact Assessment for Johnstone & Renfrew town centres.
  - 2.2 Considers implementing option 1, 2, 3 or 4 as set out in paragraphs 5.2 to 5.5 of this report for Johnstone & Renfrew town centres.
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## **3. Background**

- 3.1 There have been two previous reports considered and agreed by the ILE Policy Board on the Review of Car Parking Charges across Renfrewshire. These reports were considered on 8<sup>th</sup> of November 2017, and 30<sup>th</sup> of May 2018. A summary of these Policy Board report findings and decisions of these meetings is set out in Appendix 1 and Appendix 2 respectively to this report.
- 3.2 On the 8<sup>th</sup> of November 2017 members will be aware that amongst the ILE Policy Board decisions, it was agreed to undertake an Impact Assessment as part of introduction of parking charges in Johnstone & Renfrew town centres. Also, to introduce an annual charge for residents parking permits, to recover costs in Paisley town centre, with the application of a fee suspended until a thorough review was carried out on all parking permits.

- 3.3 On the 30<sup>th</sup> of May 2018, members will be aware that the ILE Policy Board considered and agreed the Impact Assessment findings, that there are specific pressures on town centre parking, within Johnstone & Renfrew. It was also agreed that the findings of the Impact Assessment be shared with the key stakeholders and the wider public of Johnstone & Renfrew, for their views and comments.

#### **4 Impact Assessment Findings – Public Engagement June 2018**

- 4.1 On the 8th of June the Impact Assessment findings and public questionnaire were posted on the Council's "have your say" section of the website and remained open until the 30th June, allowing residents to read the reports and provide their view. All stakeholders involved in the Impact Assessment were also provided with a copy of the Impact Assessment and asked to provide their view and comments. Two public engagement sessions were organised for the wider public to attend and speak with officers to gain a greater understanding and have their questions answered regarding the proposed parking provision and charges. These sessions took place in Johnstone Town Hall on Monday 25th June 1pm to 8pm and at Renfrew Leisure Centre Thursday 28th June 1pm - 8pm. It is estimated around 200 people attended the sessions, with Johnstone being busier than Renfrew. There were 717 online responses received to the questions and views sought, of which 495 people provided an answer to at least one question.
- 4.2 The feedback received through the engagement exercise demonstrated broad agreement with Impact Assessment findings, that there are parking pressures across and specific to Johnstone & Renfrew town centres. In particular, Johnstone did not want the parking charges to be introduced. In Renfrew, with a smaller number of respondents, no particular view was voiced in favour or against the introduction of charges. Johnstone were also against enhanced enforcement as they felt this would also have a negative impact on Johnstone town centre. Johnstone felt that the parking charge proposals or changes to the current arrangements would impact negatively on local business.
- 4.3 In Johnstone, respondents generally agreed with the Impact Assessment findings that there are town centre specific parking problems. In particular for the Church Street car park (Town Hall) being full and impacting on surrounding streets, and car parking in the streets surrounding the train station creating issues for residents through poor and inappropriate parking behaviours. An evenly split view was held on the availability of car parking spaces in Johnstone town centre during the lunch time period, which differed from the Impact Assessment findings, stating there were no spaces.
- 4.4 In Renfrew, the respondents agreed in the main with finding of the Impact Assessment, that there is a high volume of residential parking, and of parked cars within surrounding street within the town centre.
- 4.5 There were split views on the medium-term parking control intervention proposals within the Impact Assessment findings to address the parking problems and concerns

across and within both town centres. More respondents (51%) were positive about the introduction of parking charges with a grace period before charging than those who were against the introduction of parking charges (39%).

## **5. Review of Car Parking Provision and Charges Across Johnstone & Renfrew Town Centres – Options for Consideration**

5.1 Paragraphs 5.2 to 5.5 of this report considers options regarding Car Parking Provision and Charges, across Johnstone & Renfrew town centres. Each option considers the implications on addressing parking concerns in town centres and the associated financial implications.

### **5.2 Option 1 – No Parking Control Charges or Interventions are implemented within Johnstone & Renfrew town centres**

5.2.1 This option takes account of the Motion to Council of December 2017 where it was agreed that implementation of parking charges would only be introduced if the consensus was that there would be benefit to the local community. From the feedback received whilst it is clear that there is agreement with the Impact Assessment findings there is no clear consensus to the introduction of parking control charges in Johnstone & Renfrew town centres.

5.2.2 The existing parking control interventions in Johnstone & Renfrew town centres would continue as is, with parking in on and off-street car parks provided free of charge for residents and businesses.

5.2.3 This option does not address the parking problems and concerns in Johnstone & Renfrew town centres identified through the Impact Assessment. There would be no income generated for reinvestment and this would prevent the investment in the infrastructure in the Council's (9) Council car parks across the 2 town centres, no investment in modern parking meters across the whole of Renfrewshire and there would be limited enforcement across the town centres. There is no income generated by the Council for this option, therefore the income target of £260,000 per annum set out in the ILE Policy Board report of November 2017 will not be delivered.

### **5.3 Option 2 – Introduce parking control charges to on and off-street parking locations in Johnstone & Renfrew town centres following a time limited period of free parking of up to 2 hours.**

5.3.1 This option implements in part, the decisions as already agreed by the ILE Policy Board on the 8th of November 2017. To introduce parking control charges in both Johnstone & Renfrew town centres across (9) off street Council car parks, ie (6) in Johnstone (3) Renfrew, and introduction of on-street parking control charges. The change to the decision agreed by the ILE Policy Board if November 2017, is to introduce a period of free parking of up to 2 hours in both Johnstone & Renfrew town centres before on and off-street car parking charges apply. This option would be

taken forward to detailed design for establishing both short and long stay parking and designation of additional on street parking bays.

- 5.3.2 The level of income generated for this option is anticipated to be £110,000 per annum for a period of up to 2 hours free parking. This is £150,000 less than the £260,000 income generation per annum set out in the ILE Policy Board report of November 2017. The reduced income would decrease the level of investment in modern parking meters across Renfrewshire, enforcement and investment in the car parks and off-street parking locations. This option would be taken forward to detailed design for establishing long stay car parking and designation of on street parking bay locations.

5.4 Option 3 –Introduction of Parking Control Charges for on-street parking only – off-street parking remaining free of charge.

- 5.4.1 This option would be applicable to both Johnstone & Renfrew town centres and is to implemented parking control charges to on-street parking locations only. This would leave off-street car parks free to park in.

- 5.4.2 This option addresses the parking pressures and concerns identified in residential streets and key on street locations within the two town centres through the Impact Assessment findings and public engagement exercise. However, it would likely exacerbate the long-stay and commuter parking in off street car parks, resulting in a lower number of spaces available for visitors to the town centres.

- 5.4.3 As off-street car parks are free to park in, the level of income generated for this option is anticipated to be £80,000 per annum. This is £180,000 less than the £260,000 income per annum set out in the ILE Policy Board report of November 2017. The reduced income would decrease the level of investment in modern parking meters across Renfrewshire, enforcement and investment in the car parks and off-street parking locations. This option would be taken forward to detailed design designated on-street parking bay locations.

5.5 Option 4 – Introduction of Parking Control Charges for Long-Stay Parking Only in Off-Street Car Parks and the Introduction of Parking Control Charges for On-Street Parking - in Johnstone & Renfrew Town Centres.

- 5.5.1 This option would implement the on-street parking control charges as set out in options 2 and 3 in paragraphs 5.3 and 5.4 above and introduce long stay off street parking charges only.
- 5.5.2 The off-street car parks would be free to park in for those who are parking for less than 4 hours per day. Thereafter enforcement would be used to fine those who have parked for greater than 4 hours. Within the off-street car parks, a percentage of spaces would be designated as long stay parking spaces to accommodate long stay parking in the town centres. These long stay spaces would be chargeable at tariffs reflective of the long stay car parks in Paisley town centre. This allows those

commuters, and long stay visitors to occupy designated areas of the town centres to allow the remainder of the spaces both on and off street as car parking for visitors to the towns.

- 5.5.3 This option will support tackling the parking pressures and concerns across both town centres through provision of long stay parking and addressing parking pressures in key residential streets.
- 5.5.4 The level of income for this option is anticipated to be £150,000 per annum. This is £110,000 less than the £260,000 income per annum set out in the ILE Policy Board report of November 2017. The reduced income would decrease the level of investment in modern parking meters across Renfrewshire, enforcement and investment in the car parks and off-street parking locations. This option would be taken forward to detailed design for establishing long stay car parking and designation of on street parking bay locations.

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### **Implications of the Report**

- 1. **Financial** – The financial impacts of the options for consideration are set out at section 5 within the report.
- 2. **HR & Organisational Development** – None
- 3. **Community Planning** – None
- 4. **Legal** - None
- 5. **Property/Assets** – The impact associated with investment in parking meters and car parking infrastructure is set out within section 5 of the report.
- 6. **Information Technology** - None
- 7. **Equality & Human Rights** - The recommendations contained within this report have been assessed in relation to their impact on equalities and human rights. No negative impacts on equality groups or potential for infringement of individuals' human rights have been identified arising from the recommendations contained in the report. If required following implementation, the actual impact of the recommendations and the mitigating actions will be reviewed and monitored, and the results of the assessment will be published on the Council's website.
- 8. **Health & Safety** – None
- 9. **Procurement** – None
- 10. **Risk** – None

**11. Privacy Impact – None**

**12. CoSLA Policy Position – None**

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**List of Background Papers - None**

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**Author:** Director of Environment & Infrastructure

**Infrastructure Land & Environment Policy Board – 8<sup>th</sup> November 2017**  
**Review of Car Parking Provision and Charges, Across Renfrewshire**

**Summary**

- 1.1 This report sets out proposals to increase the parking tariffs in Paisley Town Centre, invest in modern parking meters across Renfrewshire, introduce an annual charge for residents parking permits in Paisley and to widen out the charges for Council owned on and off-street parking for Johnstone & Renfrew town centres.
- 1.2 The recommendations agreed by the board are set out below:
- (a) That the increase of parking tariffs in Paisley, by 10p for 30 minutes parking up to approximately 50p for four hours parking, be approved;
  - (b) That the widening out of charges for Council-owned on and off-street parking to include Renfrew and Johnstone, streamlining the cost of Town Centre parking for Renfrewshire residents, be approved;
  - (c) That investment in a modern parking meter supply be approved, to facilitate the introduction of meters that can accept other methods of payment including contactless payment;
  - (d) That an impact assessment of the approved parking scheme proposals for Johnstone and Renfrew be carried out, over a three-month period, as part of the implementation of the approved parking and charges changes;
  - (e) That the introduction of an annual charge for residents parking permits, to recover costs for all areas within the Pay and Display parking zones in Paisley, be approved and that it be agreed to suspend the application of a fee until a thorough review was carried out on all parking permits (residents and businesses) and a subsequent report was brought to the next appropriate Board; and
  - (f) That it be agreed to continue to charge for parking in Pay and Display for on and off-street zones Monday to Friday only, with Saturday and Sunday remaining free.
- 1.3 The decisions agreed by the Policy Board on 8th November 2017 would improve parking management through interventions & controls, supported by £1.1million investment in modern technology. The 2-year implementation timescale (by 2019/2020) for Johnstone & Renfrew to allow for planned enablement works and preparation of any required Traffic Regulation Orders.



**Infrastructure Land & environment Policy Board – 30<sup>th</sup> May 2018**  
**Review of Car Parking Provision and Charges, Across Renfrewshire Follow Up Report**

**Impact Assessment Findings**

1. Summary

- 1.1 The Impact Assessment provided detailed & actual baseline data, based on site observations and analysis of parking patterns and behaviours, detailed parking surveys and stakeholder engagement with business and communities, mainly through face to face interviews.
- 1.2 The Impact Assessment findings evidenced, from both stakeholder engagement with communities and parking surveys, that there are specific pressures on town centre parking, within both Johnstone & Renfrew. A summary of the key findings of the Impact Assessment for Johnstone & Renfrew are detailed below:
- A high percentage of long stay parking (over 5 hours) in Council car parks by commuters.
  - Parking issues that affect town accessibility are evident within both Johnstone & Renfrew.
  - Johnstone, specific parking pressures are:
    - Difficulties parking at lunch time, within the town centre.
    - Large volumes of cars & long stay parking (over 5 hours), again often commuters, and issues of parking behaviours at the railway station and surrounding residential streets.
    - Parking behaviours within the Town Hall car park and surrounding residential streets.
  - Renfrew, specific parking pressures are:
    - High level of residential parking.
    - High Street car park has a high percentage of long stay parking (over 5 hours), often by those commuting by public transport predominantly to the new Queen Elizabeth University Hospital and to Glasgow City Centre.
    - Town centre streets having parking problems due to the large volumes of parked cars, by residents and commuters.

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

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

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

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

1.5 The recommendation set out in the policy board report and agreed by the Policy Board are set out below:

- (a) That the findings of the impact assessment as carried out into the introduction of parking charges in Johnstone and Renfrew be noted;
- (b) That it be agreed that arrangements be made to share, for their views and comments, the findings of the impact assessment Johnstone and Renfrew with the key stakeholders who had contributed to the process and also the wider public of Johnstone and Renfrew;

- (c) That it be agreed that the key findings of the impact assessment Johnstone and Renfrew would inform any future detailed design principles, as would be tailored to both town centres;
- (d) That it be noted that a further report would be submitted to the next meeting of this Policy Board, to be held on 29 August 2018, following feedback and comments from the key stakeholders and wider public of Johnstone and Renfrew, as referred to in paragraphs 1.7 and 2.2 of the report;
- (e) That it be agreed that consideration of an annual charge for residents and businesses parking permits for Paisley and potentially Johnstone and Renfrew be continued until the further report, referred to in (d) above, was submitted to this Policy Board on 29 August 2018 for consideration; and
- (f) That consideration be given to holding public meetings in both Johnstone and Renfrew to obtain feedback on the proposals.