

PERTH AND KINROSS COUNCIL**Enterprise and Infrastructure Committee****1 June 2016****Proposed Variation to Waiting Restrictions Within the City Centre Area, Perth and Parking Update****Report by Director (Environment)**

This report outlines the concerns of the local businesses within the City Centre of Perth regarding a perceived lack of parking provision for visitors and shoppers. As a result of those concerns, they have requested that Perth & Kinross Council look at measures to increase the parking provision within the City Centre area.

The report recommends a variation to the Perth Traffic Management Order to remove sections of No Waiting at Any Time, No Day Time Waiting and Disabled Parking Spaces and introduce additional Pay and Display parking provision and a Loading Bay.

The report contains a recommendation that Thimblerow car park be returned to a Long Stay car park, following feedback received since the introduction of the new parking regime in January 2016.

This report also presents a parking update, a review of Free After Two 2015/16, a cashless parking option for parking in Perth City and an option for a concessionary parking tariff for conference trade in Perth City.

1. BACKGROUND

- 1.1 Our 2013 parking survey work indicated that there are approximately 6,500 parking spaces in Perth City including park and ride facilities and non-Perth and Kinross Council car parks along with the key retail car parks at St Catherine's, Morrisons, Aldi and Lidl etc. The Council's parking guide lists 1,650 Council controlled car parking spaces and a further 950 other car parking spaces available for use at differing tariffs.

PRINCES STREET, SOUTH STREET AND TAY STREET, PERTH

- 1.2 The above three streets within the city centre have been identified by representatives of the Perth based business community as having areas where additional parking provision could be introduced.

Princes Street

- 1.3 The section on the west side of Princes Street between Canal Street and South Street has an area of No Day Time Waiting. On several occasions during the day, drivers have been observed waiting in this area with little adverse effect on passing traffic. This section of road is One Way and it is anticipated that it would be possible to accommodate additional parking. It is now proposed to replace the existing No Day Time Waiting restrictions with 5 Pay and Display parking spaces plus 1 loading bay. The proposals are as shown on appendix 1.

South Street

- 1.4 The businesses in the city centre have suggested that the ratio of disabled parking spaces on South Street is excessive, and that on several occasions, it has been noted that they are not being fully utilised. The business community have requested that 10 of these disabled spaces be removed and returned to Pay & Display parking spaces.
- 1.5 In order to alleviate the perceived problems of a lack of parking provision on what is seen by businesses as one of the main shopping access areas within the city centre, it is proposed to remove 10 Disabled parking spaces and return these to Pay & Display On Street Parking Spaces. The proposals are as shown on appendix 2.
- 1.6 There is a recognition that the proposed removal of these 10 Disabled parking spaces will require continued dialogue with the Centre for Inclusive Living in Perth and Kinross, who represented the disabled groups. To mitigate these changes, there will be enhanced disabled parking introduced within the refurbishment of Canal Street Multi Storey Car Park which is in close proximity to South Street.

Tay Street

- 1.7 Tay Street in Perth has also been identified as a potential area where additional parking provision could be accommodated.
- 1.8 At present, there is a mixture of No Waiting at Any Time and No Day Time Waiting. During the evening, parking can be witnessed along the sections of No Day Time Waiting, and it is considered that this should be amended to allow day time parking.
- 1.9 Tay Street forms the main link road around the periphery of the city centre, and also carries the 7 Hillend to Scone bus route.
- 1.10 It is considered that, by realigning all the existing waiting restrictions, it would be possible to accommodate 26 parking spaces along the riverside section with a further 6 parking spaces near to the George Hotel.

- 1.11 It is proposed to realign all existing restrictions and install an additional 32 Pay and Display On Street Parking Spaces. The proposals are as shown on appendix 3.
- 1.12 The provision of the additional parking bays in Tay Street will require the removal of the on road cycle lane. It was considered that cyclists could use the adjacent footpath as a shared use facility.

Thimblerow

- 1.13 At the meeting on 3 June 2015 (Report No. 7 15/227 refers), the Enterprise and Infrastructure Committee approved various measures to amend both the On Street and Off Street parking arrangements within Perth, for a trial period.
- 1.14 A part of these measures was the change from long stay parking at Thimblerow to 4 hour maximum stay. Since these changes, there have been a number of concerns raised by the users of the car park and the business community. As a result, it is now proposed to return Thimblerow Car Park back to a Long Stay Car Park.
- 1.15 It is proposed to make the charging times and rates for Thimblerow Car Park the same as for those for Canal Street multi storey car park.

Progress with Canal Street Multi Storey car park redevelopment

- 1.16 A project team has begun work on planning and delivering the redevelopment programme and the introduction of a pay on foot system at Canal Street multi storey car park.

Tender documentation is currently being prepared in advance of tendering for the works in June with a contractor appointed and on site by August. The constraints of the site will require discussion with the appointed contractor on an appropriate approach to delivering the project, so timescales at this time are indicative. However, it is currently anticipated that the redevelopment will be complete by early December 2016. The budgeted costs remains at £1.5m.

Key improvements as a result of the refurbishment include:

- Wider (2.5m) parking spaces
- Wider approaches to ramps
- New graphics
- New reflective paint scheme
- Improved lighting
- Improved closed circuit television
- Electric charging points (4)
- Improved control room facilities
- Improved facilities for Perth Shopmobility
- Enhanced disabled parking
- Enhanced parent and children parking
- Enhanced motorcycle parking
- Enhanced cycle parking

Extension of Pay on Foot

- 1.17 An assessment of the feasibility of extending a pay on foot system to other Council controlled car parks (excluding South Inch car park, Thimblelow car park and Canal Street Multi Storey car park) has been undertaken, it is concluded that no further car parks are suitable for conversion to a pay on foot system at this time.

Free After Two 2015/16

- 1.18 The “Free from Two” car parking initiative has operated over the winters of 2012/13, 2013/14, 2014/15 and 2015/16. In 2015/16, this offered free parking in a number of Perth City centre car parks, (East and West Mill Street, Speygate, Scott Street and the Canal Street multi-storey car park), and town centre car parks in Blairgowrie, Crieff, Dunkeld and Pitlochry from 2pm on Thursdays and Fridays from the last weekend in November to the last weekend in January.

The campaign was promoted through a variety of media including a press release, a feature in “Perth and Kinross News”, a quarter page advert in the “Winter Guide” circulated to 73,000 homes, posters and leaflets delivered to businesses, social media, websites and flyers delivered home by school children.

Businesses also supported promotion of the initiative by advising customers through distributing leaflets and posters, putting details on their websites and promoting via social media.

This car parking initiative, linked to the festive retail season, has provided a tangible demonstration of the Council’s commitment to supporting retailers and the local economy.

Cashless Parking

- 1.19 A project team has begun work on planning and delivering a cashless parking offering to customers in Perth City. The key feature of the scheme is that customers will be provided with the option to pay for their parking through an agency which would take payment via telephone or through a customer account; reimburse the Council in respect of parking charges, and charge the customer a convenience fee (currently 20p) for the use of their service. Customers would also have the option to pay for additional services such as text message reminders to highlight the expiry of their ticket time.

Three proposals have been received and all providers offer to implement the scheme at no additional cost to the Council, subject to service charges being met by customers as outlined above. It is currently anticipated that a cashless payment option could be put in place, supported by appropriate publicity, by the Autumn of 2016.

Concessionary Parking Tariff for Conference Trade

- 1.20 Feedback from Perth City businesses indicates that there is an opportunity to drive more conference trade business to the City by offering a concessionary parking tariff for conference delegates. A 50% reduction is considered significant enough to have a positive impact in this regard and could be made available at the Council's Thimble Row car park (subject to waiting times being extended as above) and Canal Street multi storey car park.

2. PROPOSALS

- 2.1 As a result of the above, and with the support of the local elected members and local businesses, it is now proposed to remove several sections of No Waiting at Any Time and No Day Time Waiting, waiting restrictions on Princes Street and Tay Street, and remove 10 Disabled Parking Spaces from South Street and introduce a total of 47 Pay and Display Parking Spaces across the city centre.
- 2.2 The proposals are shown on the plans at Appendices 1-3.
- 2.3 The statutory consultation period when promoting a legal order is 21 days. Any objections received during this period would be noted. However, if no objections are received during this period it would then move forward to a formal advertising stage, which is also a 21 day period. Any objections received during the consultation and advertising periods would then be reported back to committee for a final decision to be made. If any objections are received, then an Executive Sub-Committee meeting will be arranged during the summer recess, to consider any objections. Without any reasonable objections the measures could be marked out on the ground during July 2016. However, should any objections be received then it would be during August 2016 that any measures could be provided.
- 2.4 It is not proposed to implement any further Pay on Foot car parks in Perth and Kinross in addition to the current facilities at South Inch car park and Thimble Row car park along with its introduction in Canal Street multi storey car park. This is following analysis of all remaining car parks across Perth and Kinross.
- 2.5 The specific proposals for Free After 2 for Christmas 2016 and New Year 2017 are:

Free Parking after 2pm on each Thursday and Friday from 24 November 2016 until 27 January 2017 inclusive in all Council operated car parks across the whole Perth and Kinross area.

It is proposed to provide similar media and advertising support in advance of the "Free from Two" promotion as used last year, with an initial press release following this Committee's approval.

Based on current income levels from the car parks concerned, the cost of operating a “Free from Two” promotion in 2016/17 in terms of lost income is estimated at approximately £60,000. This will require to be met from the Parking Services Revenue Budget.

- 2.6 It is proposed to implement a cashless parking offering to customers in Perth City.
- 2.7 It is proposed to implement a concessionary parking tariff for conference trade in Perth City.

3. CONCLUSION AND RECOMMENDATION

- 3.1 The report outlines concerns from the business community in Perth in relation to perceived parking issues.
- 3.2 Approval will allow a start to be made to the formal procedure to vary the Traffic Regulation Orders. This procedure will involve statutory consultation, preparation of a Draft TRO and advertising in the press. This will provide an opportunity for additional comments to be made or objections to be raised.
- 3.3 If any objections are raised, these will be reported back to an Executive Sub Committee, with appropriate recommendations.
- 3.4 It is recommended that the Committee approve the promotion of a variation to the relevant TRO to:
 - (i) Replace several sections of No Waiting at Any Time and No Day Time Waiting,
 - (ii) Remove 10 Disabled Parking Spaces in South Street
 - (iii) Introduce 47 Pay and Display Parking Spaces, and 1 Loading Bay on the following streets in Perth – Princes Street, South Street and Tay Street as described above.
- 3.5 It is recommended that the Committee:
 - (iv) Notes progress with the Canal Street multi storey car park redevelopment
 - (v) Agrees to limit pay on foot parking systems to current locations and Canal Street multi storey car park
 - (vi) Approves the proposal for Free After 2 in 2016/17 per 2.5 above
 - (vii) Agrees to introduce cashless parking in Perth City
 - (viii) Agrees to introduce a concessionary parking tariff for conference trade in Perth City

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Approved

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1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

Strategic Implications	Yes/No
Community Plan / Single Outcome Agreement	Yes
Corporate Plan	Yes
Resource Implications	
Financial	None
Workforce	None
Asset Management (land, property, IST)	None
Assessments	
Equality Impact Assessment	Yes
Strategic Environmental Assessment	Yes
Sustainability (community, economic, environmental)	Yes
Legal and Governance	Yes
Risk	None
Consultation	
Internal	Yes
External	Yes
Communication	
Communications Plan	Yes

1. Strategic Implications

Community Plan / Single Outcome Agreement

- 1.1 The Perth and Kinross Community Planning Partnership (CPP) brings together organisations to plan and deliver services for the people of Perth and Kinross. Together the CPP has developed the Perth and Kinross Community Plan which outlines the key things we think are important for Perth and Kinross.
- i) Giving every child the best start in life
 - ii) Developing educated, responsible and informed citizens
 - iii) Promoting a prosperous, inclusive and sustainable economy
 - iv) Supporting people to lead independent, healthy and active lives
 - v) Creating a safe and sustainable place for future generations
- 1.2 It is considered that the actions contained within this report contribute to all of the above objectives.

Corporate Plan

- 1.3 The Council's Corporate Plan 2013-2018 outlines the same five objectives as those detailed above in the Community Plan. These objectives provide a clear strategic direction, inform decisions at a corporate and service level and shape resource allocation. It is considered that the actions contained in the report contribute to the objectives as outlined in paragraph 1.2 above. These objectives are met by implementing schemes which promote road safety.

2. Resource Implications

Financial

Capital

- 2.1 There are no Capital resource implications arising directly from the recommendations in this report.

Revenue

- 2.2 There will be costs involved in promoting the variation to the Traffic Regulation Orders and providing the road markings. The indicative cost of £300 for advertising the TRO will be met from the Car Parking Account in 2016/17. The estimated cost of £66,000 for the installation of new ticket machines and road markings and signs, will be funded from the Car Parking Account in 2016/17.

Workforce

- 2.3 There are no workforce implications arising from this report.

Asset Management (land, property, IT)

- 2.4 There are no land and property, or information technology implications arising from the contents of this report.

3. Assessments

Equality Impact Assessment

- 3.1 Under the Equality Act 2010, the Council is required to eliminate discrimination, advance equality of opportunity, and foster good relations between equality groups. Carrying out Equality Impact Assessments for plans and policies allows the Council to demonstrate that it is meeting these duties.
- 3.2 This section should reflect that the proposals have been considered under the Corporate Equalities Impact Assessment process (EqIA) with the following outcome:
- (i) Assessed as **not relevant** for the purposes of EqIA.

Strategic Environmental Assessment

- 3.3 Strategic Environmental Assessment (SEA) is a legal requirement under the Environmental Assessment (Scotland) Act 2005 that applies to all qualifying plans, programmes and strategies, including policies (PPS). The proposals have been considered under the Act and no further action is required as it does not qualify as a PPS as defined by the Act and is therefore exempt.

Sustainability

- 3.4 Under the provisions of the Local Government in Scotland Act 2003 the Council has to discharge its duties in a way which contributes to the achievement of sustainable development. In terms of the Climate Change Act, the Council has a general duty to demonstrate its commitment to sustainability and the community, environmental and economic impacts of its actions.
- 3.5 The proposals contained within the report are assessed to have a positive impact on sustainability, particularly with regard to encouraging sustainable modes of travel.

Legal and Governance

- 3.6 The Order will be promoted in accordance with The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999.

Risk

- 3.7 There are no significant risks associated with the implementation of this project.

4. Consultation

- 4.1 The Head of Legal and Governance, the Head of Democratic Services and the Head of Finance have been consulted in the preparation of this report.
- 4.2 Police Scotland and local Elected Members for the areas have also been consulted.

5. Communication

- 5.1 Approval will allow a start to be made to the formal procedure to vary the Traffic Regulation Order. This procedure will involve statutory consultation, preparation of a draft TRO and advertising in the press. This will provide an opportunity for additional comments to be made or objections to be raised. Should objections be raised, these will be reported back to Committee, with appropriate recommendations.

2. BACKGROUND PAPERS

- 2.1 No background papers as defined by Section 50D of the Local Government (Scotland) Act 1973 (other than any containing confidential or exempt information) were relied on to any material extent in preparing the above report.”

3 APPENDICES

- 3.1 The proposals are as shown on the drawings in Appendices 1-3.

