

Report To: Environment & Regeneration
Committee

Date: 5 March 2020

Report By: Corporate Director Environment,
Regeneration and Resources

Report No:
ERC/RT/GMcF/18.614

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Subject: Standardisation of Parking Charging

1.0 PURPOSE

- 1.1 The purpose of this report is to update the Committee on a request made at the Environment and Regeneration Committee on 29 August 2019 on the implications of:
- a) introducing three hours free parking, increasing to £2 per day for vehicles parked for longer than three hours (to be applied in car parks where there is currently a three hour maximum stay as well as car parks which have a flat rate of £2 per day);
 - b) charging five days per week rather than six days per week (in respect of car parks at Gourock Rail Station); and
 - c) introducing parking charging (with the first three hours free) within the car parks at Bruce Street, Cathcart West, Roxburgh Street (West Station), and the Waterfront car parks, all Greenock.

2.0 SUMMARY

- 2.1 A report was submitted to the 29 August 2019 Environment and Regeneration Committee regarding the introduction of parking charges in 6 car parks in Gourock, Port Glasgow and Kilmacolm. The proposals were associated with the budget as approved at Council in March 2019.
- 2.2 As a result of the discussions at the Committee a request was made to submit a report to a future Committee on the implications of:
- a) introducing three hours free parking as a general rule in all car parks, increasing to £2 per day for vehicles parked for longer than three hours (i.e. removing the 3 hour maximum stay which is in place in a number of car parks and replacing it with a charge for exceeding 3 hours);
 - b) charging five days per week rather than six days per week in two car parks at the Station in Gourock; and
 - c) introducing parking charging (with the first three hours free) within the car parks at Bruce Street, Cathcart West, Roxburgh Street (West Station), and the Waterfront car parks, all Greenock.
- 2.3 This report summarises the implications of the above proposals.
- 2.4 It should be noted that the decision of the Committee on 29 August 2019 in respect of introducing charges in certain car parks continues to be taken forward through Traffic Regulation Orders.

3.0 RECOMMENDATIONS

3.1 That the Committee:

- (i) Notes the work that has gone into evaluating car park usage at the locations raised at Committee.
- (ii) Approves the removal of charges in Gourock Station on Saturday to bring the parking management regime into line with Greenock.
- (iii) Approves a position of 'no change' at this time in respect of the other car parks evaluated.
- (iv) Approves that parking spaces with electric charging points cease to be exempt from time restrictions and parking charges.
- (v) Approves that any proposals in respect of the Waterfront Car Park are a consequence of consultation with the Cinema, the tenants of the Terminal Building and the Leisure Complex.

Gail MacFarlane
Head of Service – Roads & Transportation

4.0 BACKGROUND

4.1 A report was submitted to the 29 August 2019 Environment and Regeneration Committee regarding the proposal to introduce parking charges in 6 car parks in Gourock, Port Glasgow and Kilmacolm.

4.2 As a result of the discussions at the Committee a request was made to submit a report to a future Committee on the implications of:

- a) introducing three hours free parking, increasing to £2 per day for vehicles parked for longer than three hours (to be applied in car parks where there is currently a three hour maximum stay as well as long stay car parks which have a flat rate of £2 per day);
- b) charging five days per week rather than six days per week at the car parks at Gourock Station; and
- c) introducing parking charging (with the first three hours free) within the car parks at Bruce Street, Cathcart West, Roxburgh Street (West Station), and the Waterfront car parks, all Greenock.

4.3 The parking policy in Inverclyde is underpinned by the principle that on and off street parking which directly supports town centre retail is free. Long stay car parks, suitable for commuters are charged at £2 per day. Free parking supports economic activity in town centres and villages. Pressure on retail across the country is well documented and free parking combined with management measures to ensure availability and a turnover of spaces supports the customer base. In considering the request at the Committee in respect of removing the restriction in length of staying in certain car parks (and replacing this with a £2 charge), charging for five days instead of 6 days at Gourock Station and introducing new charges at the car parks listed, consideration needs to be given to the impact on parking supply for customers and revenue implications.

4.4 In order to address these questions it was necessary to undertake parking surveys at the following car parks on Saturday 5 October 2019 and Tuesday 8 October 2019. The current parking tariff in each car park is noted.

- West Stewart Street, Greenock (£2 per day parking charge);
- Hastie Street, Greenock (£2 per day parking charge);
- Roslin Street, Greenock (£2 per day parking charge);
- Bullring, Greenock (£2 per day parking charge);
- Cathcart Street East, Greenock (£2 per day parking charge);
- Station Avenue East, Greenock (£2 per day parking charge);
- Station Avenue West, Greenock (£2 per day parking charge);
- Dalrymple Street, Greenock (£2 per day parking charge);
- Station Road North, Gourock (£2 per day parking charge);
- Station Road South, Gourock (£2 per day parking charge);
- Cathcart Street West, Greenock (free parking for up to three hours);
- Bruce Street, Greenock (no time limit or parking charge);
- Roxburgh Street, Greenock (no time limit or parking charge); and
- Waterfront, Greenock (west side of car park has no time limit or parking charge and east side of car park is managed by Inverclyde Leisure).

4.5 The data gathered during the parking surveys has been analysed to answer the questions below.

Introducing three hours free parking, increasing to £2 per day for vehicles parked for longer than three hours

4.6 The maximum occupancy of the currently charged car parks (£2 per day) is detailed in the table below:

Maximum car park occupancy of charged spaces / £2 per day

	Total Charged Spaces (excl. Disabled, EV and Motorcycle bays)	Saturday 5 October 2019	Tuesday 8 October 2019
West Stewart Street, Greenock	22	100.0%	100.0%
Hastie Street, Greenock	48	66.7%	45.8%
Roslin Street, Greenock	19	52.6%	31.6%
Bullring, Greenock	89	53.9%	79.8%
Cathcart Street East, Greenock	30	10.0%	83.3%
Station Avenue West, Greenock	16	25.0%	100.0%
Station Avenue East, Greenock	26	38.5%	61.5%
Dalrymple Street, Greenock	35	100.0%	100.0%
Station Road North, Gourrock	24	33.3%	87.5%
Station Road South, Gourrock	8	12.5%	50.0%

- 4.7 In Greenock and Gourrock Town Centres most car parks are busier during weekdays, likely due to commuters to the town centre. The only exceptions to this are Hastie Street and Roslin Street which are busier on Saturdays.
- 4.8 Car parks in the immediate town centre have a maximum occupancy of over 80% and fluctuate throughout the day. The only car parks to reach full capacity are West Stewart Street, Station Avenue West and Dalrymple Street, all in Greenock.
- 4.9 The surveys also identified how long vehicles parked during the day. The information gleaned from the survey was used to determine the duration of stay below.

Duration of stay in charged spaces / Day

	Saturday 5 October 2019		Tuesday 8 October 2019	
	Up to 3 hours	Over 3 hours	Up to 3 hours	Over 3 hours
West Stewart Street, Greenock	46	15	10	20
Hastie Street, Greenock	38	20	21	13
Roslin Street, Greenock	5	8	2	5
Bullring, Greenock	76	25	17	68
Cathcart Street East, Greenock	7	0	3	25
Station Avenue West, Greenock	3	3	5	16
Station Avenue East, Greenock	16	6	5	13
Dalrymple Street, Greenock	65	22	13	29
Station Road North, Gourrock	7	22	11	19
Station Road South, Gourrock	0	0	0	4
Totals	263	121	87	212

- 4.10 The current parking restrictions in Greenock mean vehicles parked in the above car parks Monday to Friday incur a £2 per day parking charge. In Gourock the restrictions also apply on a Saturday. If the parking restrictions are changed to provide free parking for parking up to three hours and charged at £2 per day thereafter, Monday to Friday the financial losses identified below may occur.

Cost implication of proposed changes to parking restrictions / Day (in making first 3 hours free)

	Saturday 5 October 2019		Tuesday 8 October 2019	
	Up to 3 hours	Over 3 hours	Up to 3 hours	Over 3 hours
West Stewart Street, Greenock	£0	£0	-£20	£0
Hastie Street, Greenock	£0	£0	-£42	£0
Roslin Street, Greenock	£0	£0	-£4	£0
Bullring, Greenock	£0	£0	-£34	£0
Cathcart Street East, Greenock	£0	£0	-£6	£0
Station Avenue West, Greenock	£0	£0	-£10	£0
Station Avenue East, Greenock	£0	£0	-£10	£0
Dalrymple Street, Greenock	£0	£0	-£26	£0
Station Road North, Gourock	-£14	-£44	-£22	£0
Station Road South, Gourock	£0	£0	£0	£0
Totals	-£14	-£44	-£174	£0
Potential weekly reduction = -£928				
Potential annual reduction = -£48,256				

- 4.11 The results show that during the week, most people park for longer than 3 hours. This is consistent with commuter parking. Commuters are currently denied spaces in the free car parks due to the restriction on length of stay. On a Saturday when there is no charge, the car parks are used for shorter durations of stay, reflecting retail activity. It is clear from the results that the policy of displacing commuters to edge of centre paying car parks is effective. If a 3 hour free stay period was introduced in these car parks there would be £48,000 budget pressure. It is recommended that there is no change to the current restrictions as the car parks are generally well used and consequently support the town centre. In addition the changes considered would create a £48,000 budget pressure which would require savings to be identified elsewhere.

Charging five days per week rather than six days per week

- 4.12 Currently the only car parks which have charging six days per week are Station Road North and Station Road South. From the surveys undertaken this would result in a reduction of £58 per week or £3k per annum.

Introducing parking charging within the car parks at Bruce Street, Cathcart West, Roxburgh Street (West Station), and the Waterfront car parks, all Greenock

- 4.13 The maximum occupancy of the currently uncharged car parks is detailed in the table below:

Maximum car park occupancy of charged spaces / Day

	Total Charged Spaces (excl. Disabled, EV and Motorcycle bays)	Saturday 5 October 2019	Tuesday 8 October 2019
Cathcart Street West, Greenock	77	57.1%	98.7%
Waterfront, Greenock (excludes IL spaces) after the completion of the Greenock Ocean terminal	67	77.0%	60.6%
Roxburgh Street, Greenock	39	92.3%	97.3%
Bruce Street, Greenock	26	38.5%	100.0%

- 4.14 Cathcart Street West car park is generally busy especially during the week and popular with town centre users who wish to make a quick visit to Cathcart Street or town centre.
- 4.15 Waterfront car park is busy during the week with town centre businesses and also at the weekend with cinema and the Waterfront leisure complex.
- 4.16 Bruce Street car park is not adjacent to the town centre. It is likely those people using the car park during the week are commuters to local businesses or people travelling by train.
- 4.17 Roxburgh Street car park retains a high occupancy probably due to its location adjacent to Greenock West Rail Station.
- 4.18 The duration of stay in these car parks is summarised below.

Duration of stay in charged spaces / Day

	Saturday 5 October 2019		Tuesday 8 October 2019	
	Up to 3 hours	Over 3 hours	Up to 3 hours	Over 3 hours
Cathcart Street West, Greenock	173	19	324	15
Waterfront, Greenock	291	16	141	80
Roxburgh Street, Greenock	33	32	17	35
Bruce Street, Greenock	17	6	11	25
Total	514	73	493	155

- 4.19 These car parks are currently free of charge to park all day. If the parking restrictions are changed to provide free parking for parking up to three hours and charged at £2 per day thereafter, Monday to Friday only, the financial gains identified below may occur.

Income of proposed changes to parking restrictions / Day

	Total Charged Spaces (excl. Disabled, EV and Motorcycle bays)	50% occupancy for charged spaces	Income
Cathcart Street West, Greenock	77	38	+£76
Waterfront, Greenock	67	33	+£66
Roxburgh Street, Greenock	39	19	+£38
Bruce Street, Greenock	26	13	+£26
Totals			+£206
Potential weekly income = £1,030			

Potential annual income = £53,560
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- 4.20 If parking charges were introduced in all four car parks it is expected that 50% of the vehicles would pay the £2/day and this could generate £53,560 per annum.
- 4.21 Cathcart Street West car park is well used and would likely continue to be if the parking charges outlined above were introduced. Turnover of spaces would reduce and many spaces could be used all day due to its location near the Municipal Buildings, Job Centre, Bank, etc. This would reduce its effectiveness as short stay supply for the town centre.
- 4.22 The Waterfront car park is intended to support the Cinema and Leisure Complex. In future it will also support the Ocean Terminal. At present, commuters take advantage of the parts of the car park which are not time restricted and park all day. This is reflected in the large number of cars staying for more than 3 hours mid-week. The commercial success of the Leisure Complex, Cinema and tenants of the new Terminal Building will rely on the availability of free parking. It is likely that all of these premises will support time restrictions on length of stay to deter commuters. It is recommended that any proposals for this car park are subject to consultation with the Cinema, tenants of Ocean Terminal and Inverclyde Leisure, this approach reflecting the unique circumstances of this location. It is recognised that it is not normal to consult in this way directly with premises adjacent to car park. It is considered that the circumstances of this car park, which is remote from the town centre, are sufficiently unique to require this approach. The interests of the Leisure Complex, Cinema and Ocean Terminal will therefore be fully considered.
- 4.23 Roxburgh Street car park is generally used as a park and ride for Greenock West Rail Station. The introduction of parking charges in this car park would go against the desire to encourage people to travel by more sustainable modes of transport. It may result in more journeys and displacement parking issues on the local road network with people travelling to other rail stations. Although the potential annual income from this car park could be around £9,880 per annum based on 50% of vehicles paying the £2/day, it is noted that this may not be achieved if drivers choose to use another station.
- 4.24 Finally Bruce Street car park is situated outwith the immediate town centre. It is difficult to say with certainty who uses this car park. There are likely to be some people who use it as a park and ride for Greenock West Station or those using or working in surrounding businesses. It should be noted River Clyde Homes and the Greenock Health Centre are relocating and this may reduce the demand on this carpark. It would be beneficial to leave this car park as is and survey again after those businesses have relocated. In summary it is recommended that there is no charge to the current management arrangements in Cathcart Street West, the Waterfront, Roxburgh Street and Bruce Street at this time.

5.0 ELECTRIC VEHICLE CHARGING PLACES

- 5.1 There are currently 22 charging points within 9 off-street car parks in Inverclyde. The spaces allocated to these charging points are not subject to any time restrictions or parking charges. Six are within charged car parks (Dalrymple Street, Greenock and Station Road South, Gourrock normally charged at £2 per calendar day) and 2 are within Cathcart Street West car park where there is a 3 hour time restriction.
- 5.2 As a result of the increased use of electric vehicles there is growing demand for access to charging points. This has resulted in requests for time restrictions to be placed on the length of time vehicles can park in Council owned off-street car parks.
- 5.3 It is therefore proposed to remove the exemption for electric vehicle charging places from the off-street car parks Traffic Regulation Order which would mean that these bays would be subject to the same rules as others within the same car park. For example, in Cathcart Street West vehicles can only park for 3 hours and in Dalrymple Street and

Station Road South off-street car parks electric vehicles would have to pay parking charges which are currently set at £2 per day. To ensure consistency it would be proposed that the electric vehicles charging places be treated the same as other vehicles in the same car park, therefore, if the restrictions of a car park changes the electric vehicle charging place would also change.

- 5.4 If the parking restrictions are changed to provide equality for all off-street car park users the financial gains identified below may occur.

Cost implication of proposed changes to parking restrictions in electric vehicle parking places / Day

	Maximum Income
Cathcart Street West, Greenock	+£0
Dalrymple Street, Greenock	+£4
Station Road South, Gourock	+£8
Totals	+£12
Potential weekly income = £60	
Potential annual income = £3,120	

6.0 IMPLICATIONS

Finance

- 6.1 There will be costs for each recommendation of this report. These are identified below.

If the report recommendations are followed there will be a budget pressure of £3,000 per annum from reducing 6 days to 5 days charging in Gourock, balanced by a £3,120 income from charging for spaces at electric charging points.

Charging five days per week rather than six days per week

Annually Recurring Costs/ (Savings)

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report	Virement From	Other Comments
02506	Loss of Income	2020/21	3		Estimated loss of income from not charging to park on Saturdays

Electric Vehicle Charging Places

One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report - £000	Virement From	Other Comments
02506	Technical Equipment	2020/21	2		Signs

Annually Recurring Costs/ (Savings)

Cost Centre	Budget Heading	With Effect from	Annual Net Impact £000	Virement From (If Applicable)	Other Comments
02506	Income	2020/21	(3)		Estimated new income from proposed parking charges

Legal

6.2 There are no legal implications arising from this report.

Human Resources

6.3 There are no HR implications arising from this report.

Equalities

6.4 There are no equality issues arising from this report.

Repopulation

6.5 There are no repopulation implications arising from this report.

7.0 CONSULTATIONS

7.1 The Head of Legal and Property Services and the Chief Financial Officer have been consulted on this report.

8.0 LIST OF BACKGROUND PAPERS

8.1 None.