

**PERTH AND KINROSS COUNCIL
ROAD TRAFFIC REGULATION ACT 1984**

**PERTH AND KINROSS COUNCIL (PERTH TRAFFIC MANAGEMENT)
(VARIATION) (NO 2) ORDER 2016**

(05/16)

Perth and Kinross Council in exercise of the powers conferred on them by Sections 1, 2, 4, 45, 46, 46A and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984 (which Act of 1984 is hereinafter referred to as "the Act") and of all other powers enabling them in that behalf and after consultation with the Chief Constable in accordance with Part III of Schedule 9 to the Act hereby make the following Order:-

- 1 This Order may be cited as the "Perth and Kinross Council (Perth Traffic Management) (Variation) (No 2) Order 2016" and shall come into operation on the Fifteenth day of February Two thousand and sixteen.
- 2 The Perth and Kinross Council (Perth Traffic Management) Consolidation Order 2015 is hereby varied and shall henceforth have effect subject to the amendments thereto referred to in the Schedule to this Order.

SIGNED and the COMMON SEAL of the COUNCIL hereto AFFIXED at PERTH on the NINTH day of FEBRUARY TWO THOUSAND AND SIXTEEN.




Head of Legal and Governance Services

**PERTH AND KINROSS COUNCIL (PERTH TRAFFIC MANAGEMENT)
(VARIATION) (NO 2) ORDER 2016**

The Perth and Kinross Council (Perth Traffic Management) Consolidation Order 2015 requires to be varied as follows:-

1. **PART II AUTHORISATION AND USE OF PARKING PLACES** will be varied as per the Report 15/227 approved by the Enterprise and Infrastructure Committee on 3 June 2015 – copy of Report attached.
2. **PART III TICKETS AND CHARGES** will be varied as per the Report 15/227 approved by the Enterprise and Infrastructure Committee on 3 June 2015 – copy of Report attached.
3. **PART III (a) ROADS AND STREETS IN THE CITY OF PERTH CONSTITUTING RESIDENTIAL QUALIFICATIONS FOR ISSUE OF AN OUTER ZONE RESIDENTS PARKING PERMIT** will be varied as per the Report 15/227 approved by the Enterprise and Infrastructure Committee on 3 June 2015 – copy of Report attached.

SCHEDULE

The Schedule to the Perth and Kinross Council (Perth Traffic Management) Consolidation Order 2015 requires to be varied as follows:-

1. **Part 1A PARKING PLACES IN RESPECT OF WHICH THE MAXIMUM PERIOD FOR WHICH A VEHICLE MAY BE LEFT DURING THE METERED PARKING HOURS IS ONE HOUR** will be varied as per the Report 15/227 approved by the Enterprise and Infrastructure Committee on 3 June 2015 – copy of Report attached.
2. **Part 1B PARKING PLACES IN RESPECT OF WHICH THE MAXIMUM PERIOD FOR WHICH A VEHICLE MAY BE LEFT DURING THE METERED PARKING HOURS IS ONE HOUR** will be varied as per the Report 15/227 approved by the Enterprise and Infrastructure Committee on 3 June 2015 – copy of Report attached.
3. **Part 1C PARKING PLACES IN RESPECT OF WHICH THE MAXIMUM PERIOD FOR WHICH A VEHICLE MAY BE LEFT DURING THE METERED PARKING HOURS IS TWO HOURS** will be varied as per the Report 15/227 approved by the Enterprise and Infrastructure Committee on 3 June 2015 – copy of Report attached.
4. **Part 1D PARKING PLACES IN RESPECT OF WHICH THE MAXIMUM PERIOD FOR WHICH A VEHICLE MAY BE LEFT DURING THE METERED PARKING HOURS IS FOUR HOURS** will be varied as per the Report 15/227 approved by the Enterprise and Infrastructure Committee on 3 June 2015 – copy of Report attached.
5. **Part 1E PARKING PLACES IN RESPECT OF WHICH THE MAXIMUM PERIOD FOR WHICH A VEHICLE MAY BE LEFT DURING THE METERED PARKING HOURS IS SIX HOURS** will be varied as per the Report 15/227 approved by the Enterprise and Infrastructure Committee on 3 June 2015 – copy of Report attached.
5. **Part 1F PARKING PLACES IN RESPECT OF WHICH THE MAXIMUM PERIOD FOR WHICH A VEHICLE MAY BE LEFT DURING THE METERED PARKING HOURS IS TEN HOURS** will be varied as per the Report 15/227 approved by the Enterprise and Infrastructure Committee on 3 June 2015 – copy of Report attached.

Council Reasons

The changes to the Controlled Parking Zone within Perth City Centre form part of the Report No 15/227 to the Enterprise and Infrastructure Committee on the 3 June 2015. The Committee approved the changes for a trial period of 12 months.

The effect of this Order will be to monitor the trial to assess the effectiveness of the changes as well as any operational or financial impacts. The findings for the duration of the trial and all data, along with feedback from parking operations and other stakeholders, will be reported back to the Enterprise and Infrastructure Committee in the early part of 2017.

PERTH AND KINROSS COUNCIL
ENTERPRISE AND INFRASTRUCTURE COMMITTEE

3 June 2015

PARKING IN PERTH

Report by Executive Director (Environment)

This report outlines proposed changes to the Controlled Parking Zone within Perth City Centre to simplify and rationalise both on street and off street Council controlled parking. The proposed changes will be subject to monitoring during a 12 month trial period to assess the effectiveness of any changes as well as any operational or financial impacts. The report also outlines a future stage of work that will be undertaken to prepare a comprehensive parking strategy to complement Shaping Perth's Transport Future.

1. BACKGROUND

- 1.1 Car parking within the centre of Perth provides an important resource that supports a range of business and leisure activities for both visitors and residents.
- 1.2 Parking also has a significant impact on the management of traffic and associated environmental issues such as air quality. An important balance has to be struck between the aim of reducing car journeys and promoting sustainable travel modes within Perth City Centre, while providing convenient access to city centre businesses and facilities.
- 1.3 It is also important that a turnover of vehicles utilising parking is achieved within the City Centre to promote the business activities, with longer stay car parking restricted to edge of the city centre or strategic off street locations.
- 1.4 The Council commissioned Transport Consultants SIAS to undertake a series of surveys throughout the city centre. This quantified occupancy rates and dwell times of the various on street facilities along with the off street parking areas. This survey work, along with householder and business surveys, and benchmarking of parking costs across Scotland has provided much of the empirical evidence for the review.
- 1.5 This evidence highlighted that there is significant availability of parking within the City Centre Controlled Parking Zone (CPZ). The maximum occupancy rates and capacities of the key parking areas and car parks are shown in Figure 1 below.

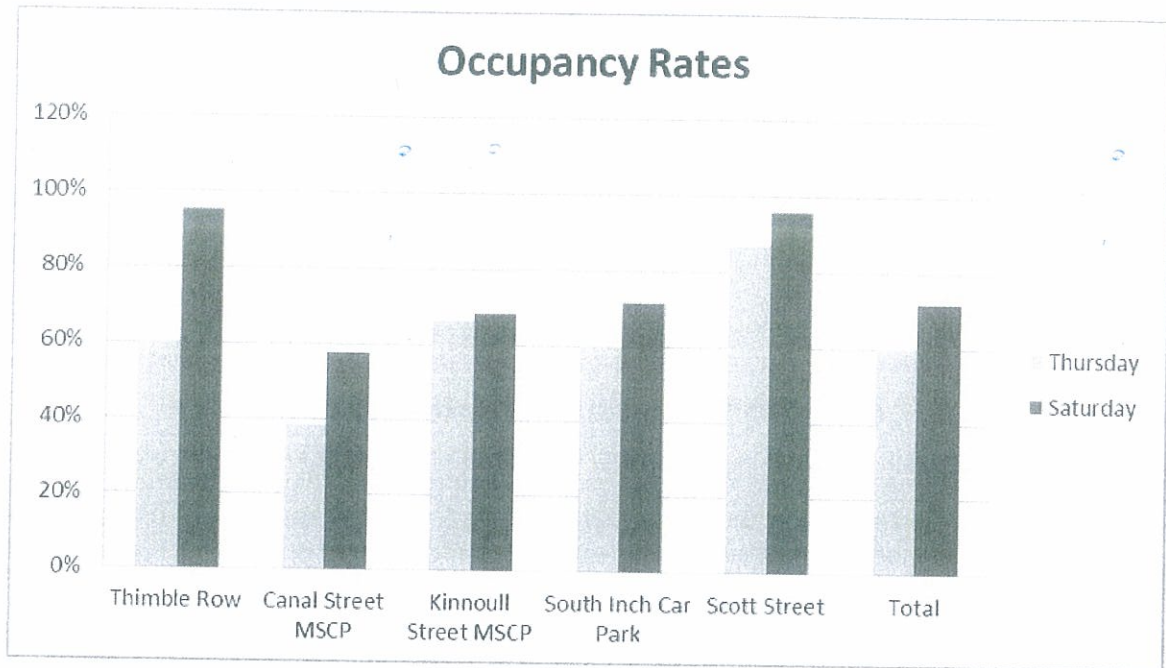


Figure 1 – Occupancy rates

1.6 The evidence also demonstrated that the costs of parking within Perth, averaged across the key zones, are on a par (or less) with the costs of parking in other large towns and cities across the country. This comparison of prices is shown in Figure 2 below.

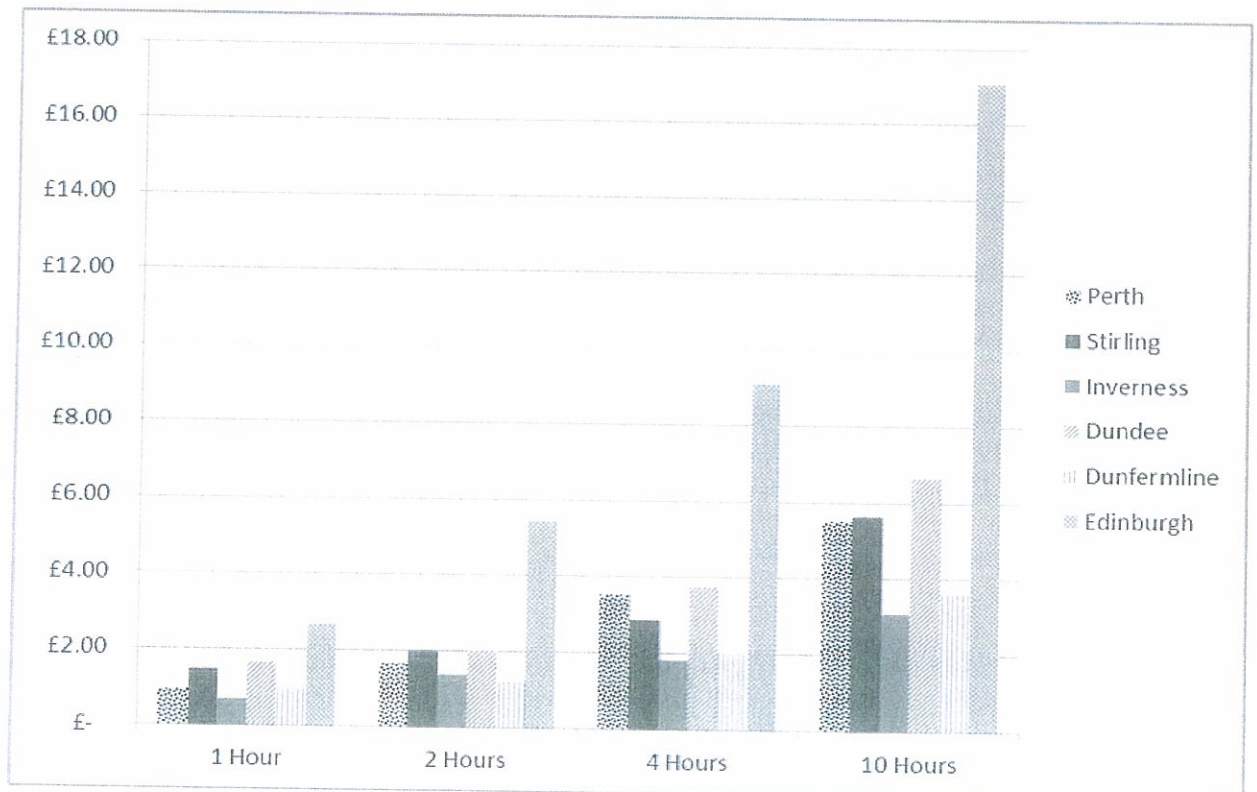


Figure 2 – Cost Comparison

1.7 The data collected is also confirmed by the Householder Retail Survey which was undertaken in 2013 by Roderick MacLean & Associates. This indicated that issues with parking – in terms of availability, cost and location – are not significant for the public when assessing Perth city centre as a retail destination.

- 1.8 However, a number of specific issues were raised by the city centre businesses through the Council's City Centre Management Team about perceived problems of parking in the city centre. Therefore, to try and address these concerns, Council officers held a series of internal workshops reviewing parking provision, current charging levels and the current waiting restrictions within the CPZ.
- 1.9 In order to address the issues logically, an internal officer workshop session identified many of the overarching issues relating to parking and the various policy objectives that required to be addressed. A second workshop then identified potential changes that could be made to the existing parking arrangements within Perth city centre to address both areas.
- 1.10 In addition to these workshops, an Elected Member drop in session and follow-up workshops were held to gain further information from the elected members' perspective and present some of the key statistics and information to them. It also allowed the proposed changes to the CPZ charges and waiting times to be explored and challenged.
- 1.11 In addition, a drop in session was arranged for the City Centre businesses to discuss their issues directly and present the options that were being considered. At this session, 16 people attended and from those that left feedback 93% (13) agreed that the proposals would be an improvement and should be introduced on a trial basis. The remaining 7% (3) were not sure or did not answer. A number of other points, such as the location and quantity of disabled spaces and pay on foot payment, were also highlighted. Many of these issues have already been identified as part of the future Stage 2 work.

2. PROPOSALS

- 2.1 Based on this work, this report outlines revisions to the Controlled Parking Zone in terms of a simplified, three zone system and a simplified pricing structure. It is hoped that this will be significantly easier for general road users to understand. It is also anticipated that it will help alleviate some of the concerns expressed by the business community without compromising the overarching objectives of the controlled parking zone and the wider Perth's Transport Future Strategy.
- 2.2 The proposals are for the existing Controlled Parking Zone (CPZ) to be re-designated into three zones to provide parking for short, medium and long duration of stay within the city centre. No changes are proposed to the extent of the CPZ or to the edge of city Park and Ride sites.
- 2.3 It is proposed that both the on-street and Council owned/controlled off-street parking areas will be treated in broadly the same manner to make it easier for users. The main exception will be Canal Street multi-storey car park which, although geographically located within a short stay zone, will continue to cater for long stay parking with appropriate pricing.
- 2.4 The lack of very short term parking within the inner core was raised by some businesses who specifically requested free very short term parking (15 minutes) that could support new patterns of retailing such as click and collect. Therefore, a free 15 minute ticket will be available for on street and Council owned car parks, initially for a 12 month period.

- 2.5 A possible issue with this free period is the potential for drivers to only stay for 15 minutes, reducing the time spent within the City Centre. This potential change in driver behaviour will be monitored and evaluated during the initial 12 month trial, along with any enforcement issues that arise.
- 2.6 There are also a significant number of privately operated car parks throughout the city that are outwith the control of the Council. These facilities are shown in Figure 3 below. It must be emphasised that this initiative will only apply to on street and Council owned car parks within Perth. It will be a commercial decision for private operators to consider offering a similar initiative. Consultation will be undertaken with Smart Parking and Network Rail who operate the majority of these privately controlled car parks within the city centre.

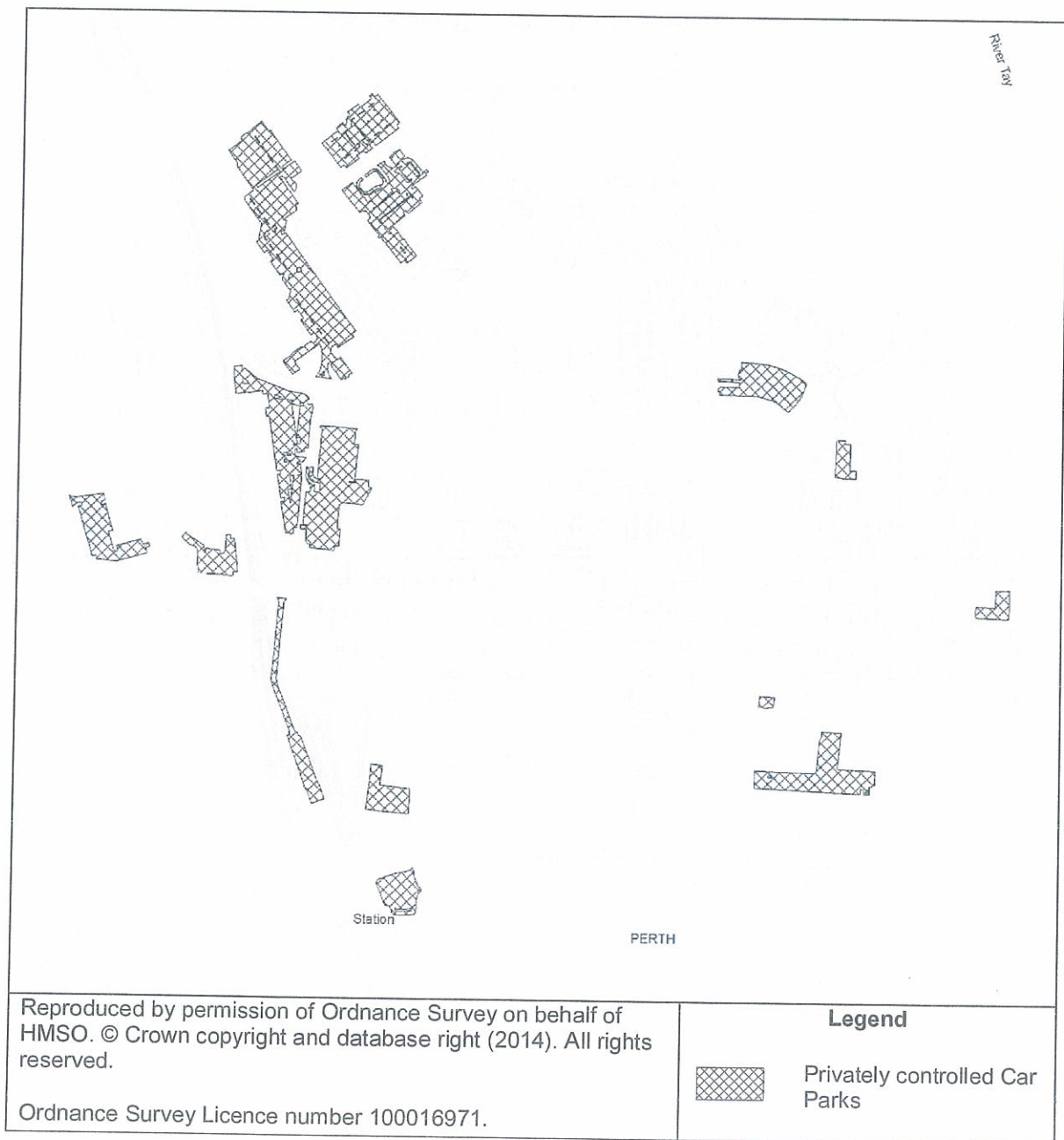


Figure 3 – Privately Controlled Car Parks

- 2.7 As a result of these proposals, there will be some areas that will see modest increases in existing costs of parking for a given length of stay. Conversely, there will be areas that will see a net reduction in costs. Appendix 1 details the revisions for all of the car parks within the Controlled Parking Zone. It is important to note that the aim of these proposals are not to maximise revenue but to create a simplified structure which enhances the business environment and leisure opportunities in the central areas of the city. In addition, the approach also helps underpin the wider objectives of the Shaping Perth's Transport Future Strategy and the City Plan.
- 2.8 At present, the on-street and off-street parking income – excluding penalty charge notices, residents permits, season tickets and blue badge income - generates £2.4m per annum. This supports the operational element of parking and investment expenditure, as well as the provision of Park & Ride services/facilities and the unitary charge for Kinnoull Street Car Park. This is the amount generated across the whole of Perth & Kinross, although the majority of this income is generated within Perth City.
- 2.9 The impact upon revenue is difficult to quantify as the proposed changes to waiting times and costs across the CPZ could have a significant impact on demand and turnover. It is proposed that the impact be reviewed during the 12 month trial period to determine any significant variance to current parking income levels.

Zone 1

- 2.10 Zone 1, as shown in Figure 4 below, encompasses the inner core of the city centre. The main focus of parking provision and pricing in this area is a high turnover to support the businesses and leisure destinations. Along with the on street provision within Zone 1, the area will include the Council owned off-street car parks on Mill Street. The other Council owned off street parking within Zone 1 (Canal Street Multi-storey and Scott Street) is outlined in paragraphs 2.13 and 2.14.

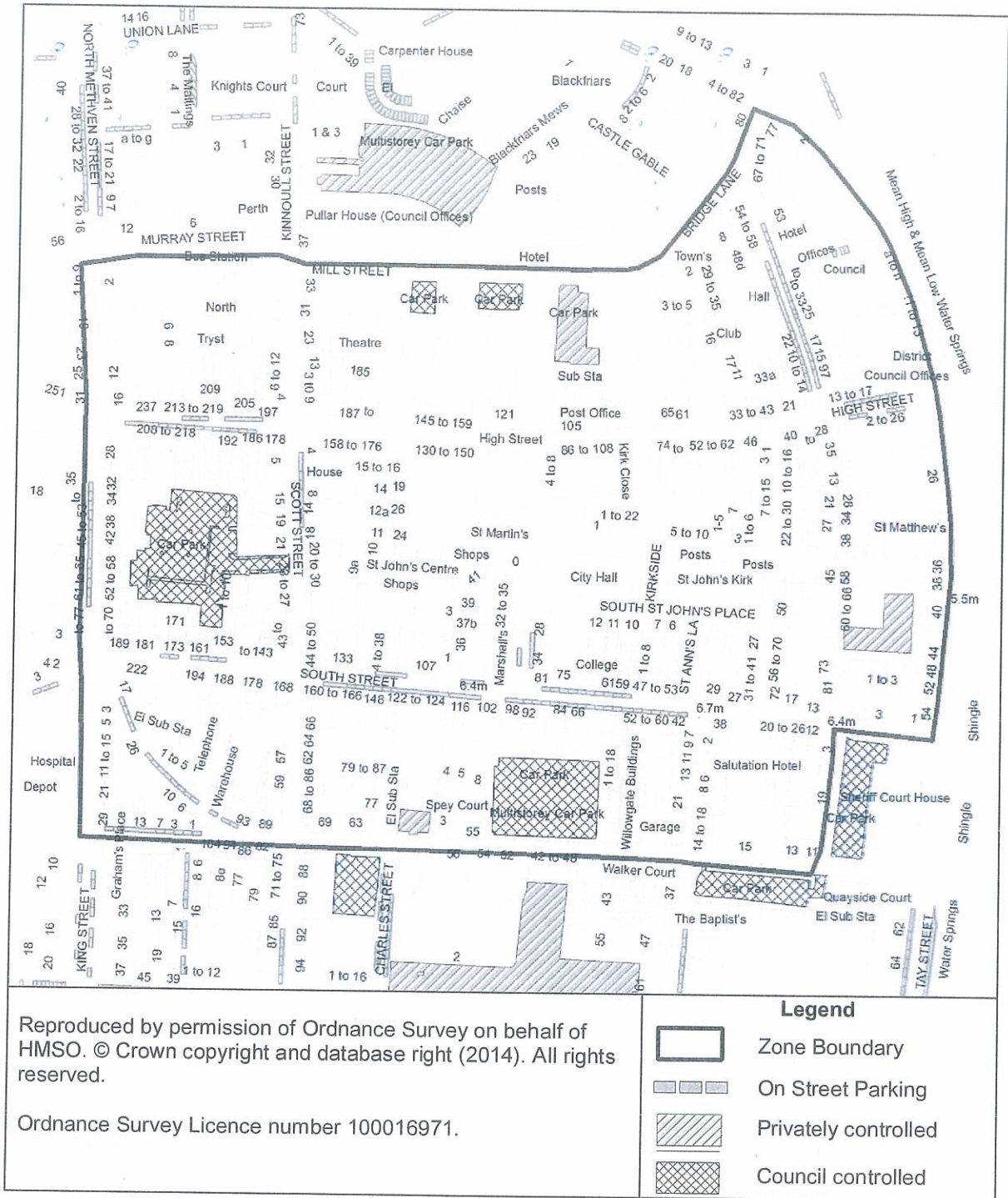


Figure 4 – Zone 1

- 2.11 It is proposed that parking within the zone will be free for a period of 15 minutes or £1 for a maximum of 1 hour. The maximum parking time of 1 hour in this proposed zone is broadly the same as currently available with the exception of Canal Crescent and North Methven Street which currently offer a maximum of 2 hours parking.
- 2.12 The resultant changes in the parking costs in this zone will mean that while there will be no option of 20 or 40 minutes parking while the cost of parking for 1 hour will predominately fall from £2 to £1. Details of the changes to costs within Zone 1 are shown in Appendix 1.
- 2.13 The Scott Street off-street car park geographically falls into Zone 1. However, it is proposed that it will adopt the Zone 2 waiting times and pricing (Maximum 4 hours – flat rate of £1 per hour) as its use for medium length stays within the city centre is considered more appropriate based on current usage patterns.
- 2.14 Canal Street Multi-storey car park also falls geographically within Zone 1. However, it is proposed to retain the current maximum waiting time of 10 hours while adopting the £1 per hour charge. The cost would be capped at £8 which is a reduction from the £9 currently charged. This is in recognition of a need for longer stay parking within the inner area but priced to encourage drivers to continue to utilise more peripheral car parks and the Council's Park and Ride facilities.
- 2.15 In order to encourage drivers to make better use of the Canal Street MSCP, it is proposed that a new Monday – Friday season ticket, complementing the existing Monday - Saturday weekly ticket, be introduced. Only six season tickets had been sold in 2014/15 for the weekly ticket currently costing £95 per month. It is hoped that a revised, cheaper Monday – Friday season ticket will be more attractive to long stay or commuter traffic, but remain more expensive than the peripheral car parks.
- 2.16 No changes to the current drop off and pick up bays within the city centre are proposed, although there is potential for these to be reviewed to ensure that they are in locations where they are of most benefit.
- 2.17 Drivers with residents parking permits are currently not allowed to park within the 1 hour zone between 1100-1600. With the expansion of the 1 hour zone, this could have a significant impact on people with a resident's permit if they are no longer permitted to park where they do so at present.
- 2.18 The alternative to allow them to access throughout Zone 1 may have a significant impact on parking availability, in particular at the weekend. While it is proposed to allow this at this stage, this will be reviewed as part of the initial 12 month trial period.

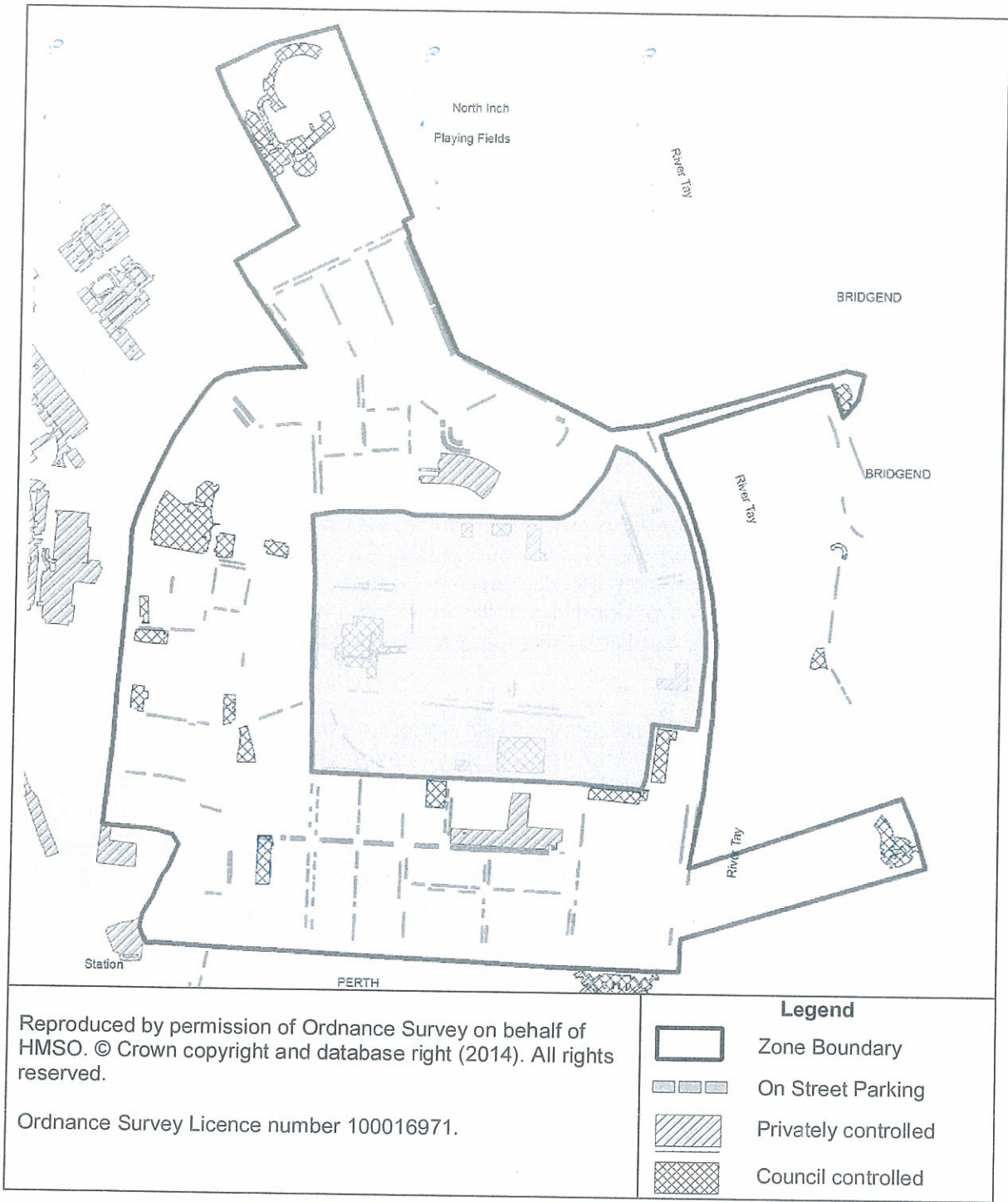


Figure 5 – Zone 2

- 2.19 Along with the on street parking areas shown in Figure 5 above, Zone 2 also includes the following off-street areas:
- Milne Street (North & South)
 - Leonard Street
 - Mill Wynd/West Mill Street
 - Canal Street/Greyfriars
 - Charles Street
 - AK Bell (East & West)
 - Thimble Row
 - Victoria Street
 - Bells Sports Centre
 - Back Wynd (Bridgend)
 - Speygate
 - Rodney Pavilion
- 2.20 The primary aim of Zone 2 is to provide medium stay parking (up to 4 hours) to support businesses and leisure destinations with the city centre. The proposal is for a linear £1 per hour adopted throughout the charging period.
- 2.21 The introduction of a 4 hour maximum length of stay within this zone significantly changes some of the current maximum waiting times. A large number of the streets within Zone 2 currently have a maximum length of stay of only 2 or 3 hours and two of the off-street areas (Thimble Row and Victoria Street) currently offer longer stay options than the 4 hours proposed.
- 2.22 The changes to the charges in this zone are significant, with most streets and car parks seeing a modest rise in costs for a comparable stay, in particular for 1 hour parking. Details of the changes to costs in Zone 2 are shown in Appendix 1.
- 2.23 The inclusion of Back Wynd into Zone 2 is in recognition that the Bridgend area requires short/medium term parking to support the businesses in Bridgend. This would not be possible if the area was used for long stay/commuter parking.
- 2.24 There are also currently two car parks owned by Live Active Leisure Ltd at Bells Sports Centre and Rodney Pavilion that are included within the Perth & Kinross Council Off Street Parking Order and enforced by the Council's Parking Attendants.
- 2.25 Productive discussions have taken place, and will continue, with Live Active Leisure regarding Bells Sports Centre and Rodney Pavilion car parks. At this time the preference from Live Active is to keep the current status quo with charging and timing. The Rodney car park has no significant operational issues at present. The existing rates for short term parking are less than the current proposed Zone 2 charges but for 3 or 4 hour parking they are nearer the Zone 2 charges. In relation to Bells Sports Centre this is a more complicated issue. It is recognised that any significant change in parking costs could be seen as a disincentive to users of the facilities although there is no recognition that longer term commuter parking does take place. There are also issues to consider in respect of historic links to the Bowling Club and the Black Watch museum. As these issues will take some time to properly consider the preference is to remain with the current structure for the time being.

2.26 In addition, Live Active Leisure Ltd have car parking facilities for Dewar's Ice Rink and Perth Leisure Pool. At present, this is a free car park for the users of the facilities. However, due to an increase of non-users taking advantage of the free parking, the potential to introduce charging and/or time limits is currently being investigated by Live Active Leisure Ltd.

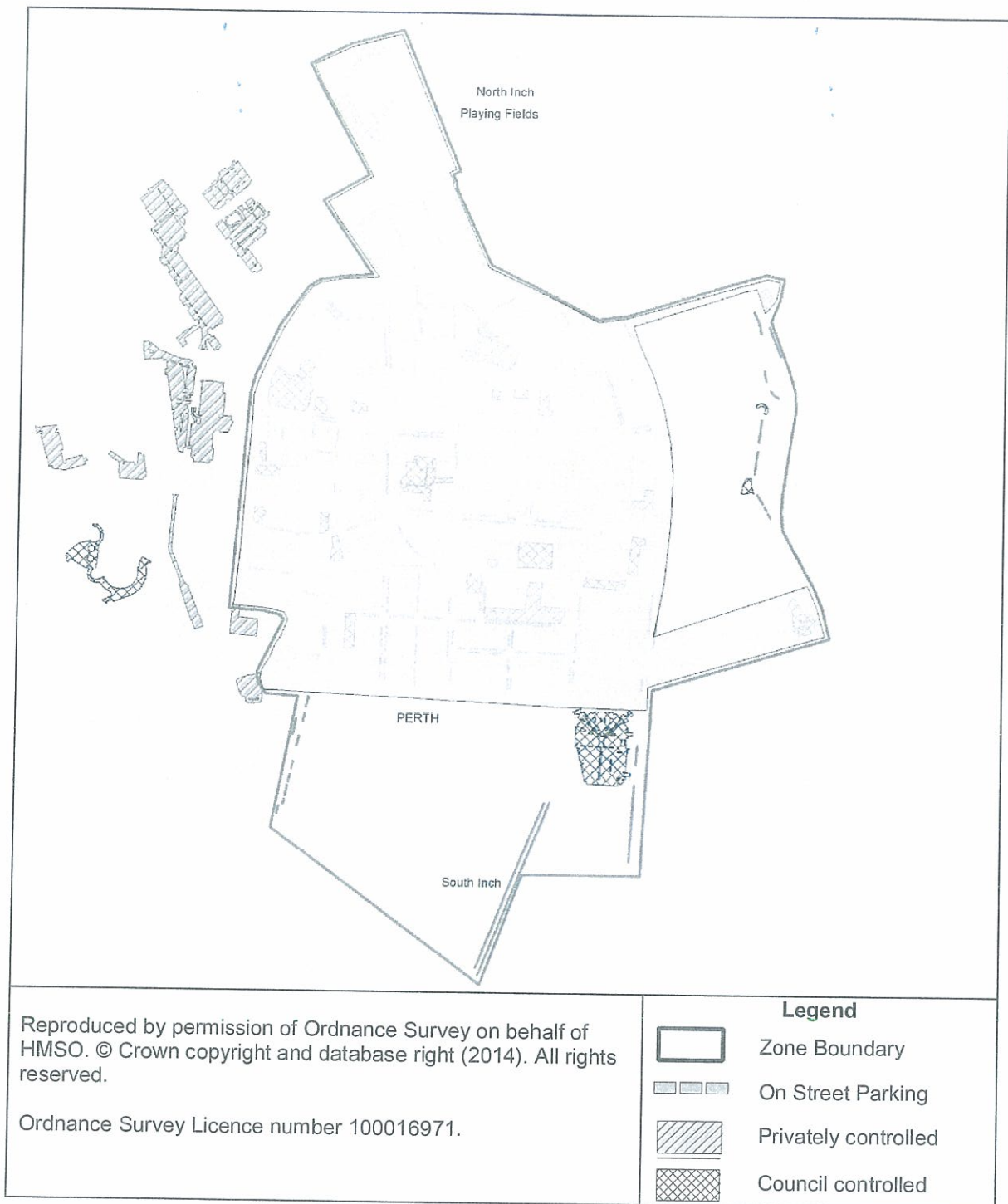


Figure 6 – Zone 3

- 2.27 Zone 3 is the zone at the edge of the City Centre and is primarily to cater for visitors who wish to stay for longer than permitted within the inner two zones. It will also cater for longer stay commuter parking.
- 2.28 Along with the on street parking areas, Zone 3 also includes the Norrie Miller and Riverside Turning Head off street car parks.
- 2.29 The £1 per hour rate to be adopted for the other zones is less attractive for Zone 3 and gives little incentive for drivers to utilise parking areas outwith the core area. The existing charging regime promotes parking in the outer areas by being significantly cheaper for the same duration as areas closer to the city centre core.
- 2.30 In order to incentivise drivers to park for longer in this zone, an alternative charging regime for Zone 3 is proposed with a flat rate of 50p per hour adopted. This would be capped at £4. It would also encourage medium stay users to utilise the Zone 3 areas and retain the relatively low current cost of parking in these areas. Details of the changes to costs in Zone 3 are shown in Appendix 1.
- 2.31 The current lack of use of the on street parking on Edinburgh Road and Shore Road was highlighted during the workshop sessions and a number of options were examined for these streets. These included removing waiting restrictions/charges or reducing charges to a very low daily fee. However, this would likely result in on street parking on Edinburgh Road being utilised for commuting/all day parking rather than the South Inch Car Park. This would impact on access to the South Inch recreational facilities.
- 2.32 Another option examined was the removal of charges but introducing a 4 hour maximum time limit. However, the enforcement of this could be difficult if no tickets were issued and there would be an inevitable impact on the South Inch Car Park.
- 2.33 It is therefore proposed to retain the Edinburgh Road and Shore Road areas within Zone 3 with usage to be further monitored during the 12 month review period.

Next Steps

- 2.35 If the proposals are approved by this Committee, there are a number of further steps that will have to be undertaken prior to implementation. These include the preparation of the necessary Traffic Orders and the associated statutory consultation period. In addition, all parking ticket machines will have to be updated with new tariff data.
- 2.36 It is anticipated that this work will take approximately 6 months and therefore a likely date for introducing the new parking arrangements would be January 2016.

- 2.37 Once the new parking arrangements are operational, occupancy and usage surveys would be undertaken in September/October 2016. Undertaking the survey at this time of year will ensure consistency with previous years surveys which were all undertaken around this date. A user satisfaction survey would also be undertaken.
- 2.38 This data, along with feedback from parking operations and other stakeholders, will be reported back to Committee in early 2017.

Other policy aspects

- 2.39 While the proposals in this report can be considered as Stage 1 of a complete review of parking, there are a number of other parking policy issues that will need to be examined as part of a further Stage 2 review of parking. This will complement the earlier work and allow a full and cohesive strategy to be developed. This will be reported to this Committee at a future date.
- 2.40 This will include a review of:
- Blue badge spaces
 - Cashless payment/pay on foot
 - Links with the Smart Cities project
 - Directional signage
 - Real Time Parking Information using Intelligent Transport Systems
 - Electric vehicle charging infrastructure
 - Park & Ride
 - Coach parking

2.41 In May 2006, Perth and Kinross Council declared an Air Quality Management Area (AQMA) covering Perth city. It is accepted that the predominant cause of the pollution is traffic. It is the general thrust of these proposed changes to the parking regime to actively encourage medium and longer stay users to use more peripheral parking spaces, with the inner zone dedicated to limited short stay usage.

2.42 It is, however, expected that there may be a higher turnover of vehicles in the inner zone than there is at present, intuitively increasing emissions. However, provided this traffic can be relatively free flowing, this should counter balance any higher turnover. The removal of medium and longer stay users to peripheral areas will help create this balance. This impact can be assessed as part of the monitoring phase during the first 12 months of operation.

3 CONCLUSION AND RECOMMENDATIONS

- 3.1 This report seeks the Committee's approval for a revision of the current parking provision and pricing structure within the existing Controlled Parking Zone in Perth. It should also be noted that as parking charging technology changes, the Council will look to introduce smart parking solutions where these are cost effective.

3.2 It is recommended that the Committee:

- (i) remits the Executive Director (Environment) to take forward the necessary changes to the current parking and pricing levels as highlighted in this report with a target introductory date for the proposals of January 2016.
- (ii) agrees that the proposals be taken forward on a trial basis with ongoing financial and demand monitoring and ask the Executive Director (Environment) to report on the impacts of the proposals to the Committee in early 2017.

Author(s)

Name	Designation	Contact Details
Alex Deans	Team Leader Transport Planning	01738 476585

Approved

Name	Designation	Date
Jim Valentine	Executive Director (Environment)	26 May 2015

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1. IMPLICATIONS, ASSESSMENTS, CONSULTATION AND COMMUNICATION

Strategic Implications	Yes / None
Community Plan / Single Outcome Agreement	Yes
Corporate Plan	Yes
Resource Implications	
Financial	Yes
Workforce	None
Asset Management (land, property, IST)	None
Assessments	
Equality Impact Assessment	None
Strategic Environmental Assessment	None
Sustainability (community, economic, environmental)	None
Legal and Governance	Yes
Risk	Yes
Consultation	
Internal	Yes
External	Yes
Communication	
Communications Plan	None

1. Strategic Implications

Community Plan / Single Outcome Agreement

- 1.1 The proposals contribute to the Community Plan's strategic objectives of Promoting a prosperous, inclusive and sustainable economy.

Corporate Plan

- 1.2 Perth and Kinross Council Corporate Plan 2013/2018 sets out five strategic objectives:

- (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; and
- (v) Creating a safe and sustainable place for future generations.

- 1.3 This report relates to Objective (iii) 'Promoting a prosperous, inclusive and sustainable economy.'

2. Resource Implications

Financial

- 2.1 There will be a one-off cost associated with the necessary traffic orders and updating the existing parking ticket machine with the revised tariffs. It is difficult to forecast the effect which these proposals will have on the level of income. The current budgeted income target remains the same for 2015/16. Therefore, it is proposed that any budget implications will be monitored closely and reported through the existing revenue budget monitoring process to the Strategic Policy and Resources Committee. An update report will also be presented to the Enterprise and Infrastructure Committee after 12 months of implementation.

Workforce

- 2.2 There are no workforce implications as a result of this report.

Asset Management (land, property, IT)

- 2.3 There are no Asset Management implications arising as a result of this report.

3. Assessments

- 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 The Environmental Assessment (Scotland) Act 2005 places a duty on the Council to identify and assess the environmental consequences of its proposals.

- 3.4 No further action is required as it does not qualify as a Plan, Policy or Strategy as defined by the Act and is therefore exempt.

Sustainability

- 3.5 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 impact of its actions.

Legal and Governance

- 3.6 Any necessary amendments to the order will be promoted in accordance with the 'Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999.

Risk

- 3.7 Risks and the controls required to mitigate any risk will be reported through the Council's Risk Management process. Monitoring of the scheme impacts will be made on a regular basis and an initial review of the scheme proposals will be brought to Committee in 6 months after the implementation of the scheme.

4. Consultation

Internal

- 4.1 The Heads of Legal Services, Democratic Services and Finance have been consulted in preparation of this report.

External

- 4.2 The proposals have been developed in response to concerns raised by the city centre businesses.

5. Communication

- 5.1 None.

2. BACKGROUND PAPERS

None.

3. APPENDICES

Appendix 1 - Revised Parking Costs Spreadsheet

Appendix 1

Off Street Car Parks

Zone 1

Max 1 hour waiting period
15 minute free period
£1 for 1 hour

Zone 2

1- 4 hour waiting period
15 minute free period
£1 per hour

Zone 3

1- 10 hour waiting period
15 minute free period
50p per hour
Max of £4.00

Off Street Car Park	1 Hour			2 Hour			3 Hour			4 Hour			6 Hour			10 Hour			
	Zone	Current	Proposed	% Change	Current	Proposed	% Change	Current	Proposed	% Change	Current	Proposed	% Change	Current	Proposed	% Change	Current	Proposed	% Change
Mill Street	1	£ 0.90	£ 1.00	11%	£ 1.90	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Speygate	1	£ 0.90	£ 1.00	11%	£ 1.90	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Milne Street	2	£ 0.90	£ 1.00	11%	£ 1.90	£ 2.00	5%	£ 3.00	£ 3.00	N/A	£ 4.00	£ 4.00	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Leonard Street	2	£ 0.90	£ 1.00	11%	£ 1.90	£ 2.00	5%	£ 3.00	£ 3.00	N/A	£ 4.00	£ 4.00	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Mill Wynd	2	£ 0.90	£ 1.00	11%	£ 1.90	£ 2.00	5%	£ 3.00	£ 3.00	N/A	£ 4.00	£ 4.00	N/A	N/A	N/A	N/A	N/A	N/A	N/A
West Mill Street	2	£ 0.90	£ 1.00	11%	£ 1.90	£ 2.00	5%	£ 3.00	£ 3.00	N/A	£ 4.00	£ 4.00	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Canal Street	2	£ 0.90	£ 1.00	11%	£ 1.90	£ 2.00	5%	£ 3.00	£ 3.00	N/A	£ 4.00	£ 4.00	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Charles Street	2	£ 0.90	£ 1.00	11%	£ 1.90	£ 2.00	5%	£ 3.00	£ 3.00	N/A	£ 4.00	£ 4.00	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Scott Street	1*	£ 0.90	£ 1.00	11%	£ 1.90	£ 2.00	5%	£ 3.00	£ 3.00	N/A	£ 4.00	£ 4.00	N/A	N/A	N/A	N/A	N/A	N/A	N/A
AK Bell	2	£ 0.90	£ 1.00	11%	£ 1.90	£ 2.00	5%	£ 3.00	£ 3.00	N/A	£ 4.00	£ 4.00	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Back Wynd	2	£ 0.90	£ 1.00	11%	£ 1.80	£ 2.00	11%	£ 3.00	£ 3.00	N/A	£ 4.00	£ 4.00	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Thimblorow	2	N/A	£ 1.00	N/A	£ 2.30	£ 2.00	-13%	N/A	£ 3.00	N/A	£ 4.00	£ 4.00	14%	N/A	N/A	N/A	N/A	N/A	N/A
Victoria Street	2	£ 0.90	£ 1.00	11%	£ 1.60	£ 2.00	25%	£ 2.30	£ 3.00	30%	£ 3.10	£ 4.00	29%	£ 3.90	N/A	N/A	£ 5.00	N/A	N/A
Canal Street MSCP	1*	£ 0.90	£ 1.00	11%	£ 1.80	£ 2.00	11%	£ 2.70	£ 3.00	11%	£ 3.50	£ 4.00	14%	£ 5.30	£ 6.00	13%	£ 9.00	£ 8.00	-11%
Norrie Miller	3	£ 0.70	£ 0.50	-29%	£ 1.10	£ 1.00	-9%	£ 1.50	£ 1.50	0%	£ 1.90	£ 2.00	5%	£ 2.40	£ 3.00	25%	£ 3.10	£ 4.00	29%
Riverside Turning Head	3	£ 0.70	£ 0.50	-29%	£ 1.10	£ 1.00	-9%	£ 1.50	£ 1.50	0%	£ 1.90	£ 2.00	5%	£ 2.40	£ 3.00	25%	£ 3.10	£ 4.00	29%
South Inch	3	£ 0.80	£ 0.50	-38%	£ 1.20	£ 1.00	-17%	£ 1.60	£ 1.50	-6%	£ 2.00	£ 2.00	0%	£ 2.50	£ 3.00	20%	£ 3.50	£ 4.00	14%

* Zone 1 geographically only

Zone 1 Streets

Max 1 hour waiting period
 15 minute free period
 £1 for 1 hour

	20/15 minutes			40 minutes			1 hour			2 hour		
	Current	Proposed	% Change	Current	Proposed	% Change	Current	Proposed	% Change	Current	Proposed	% Change
High Street	£ 0.70	£ -	N/A	£ 1.30	£ 1.00	-23%	£ 2.00	£ 1.00	-50%	N/A	N/A	N/A
South Street	£ 0.70	£ -	N/A	£ 1.30	£ 1.00	-23%	£ 2.00	£ 1.00	-50%	N/A	N/A	N/A
George Street	£ 0.70	£ -	N/A	£ 1.30	£ 1.00	-23%	£ 2.00	£ 1.00	-50%	N/A	N/A	N/A
George Inn Lane	£ 0.70	£ -	N/A	£ 1.30	£ 1.00	-23%	£ 2.00	£ 1.00	-50%	N/A	N/A	N/A
Mill Street	£ 0.70	£ -	N/A	£ 1.30	£ 1.00	-23%	£ 2.00	£ 1.00	-50%	N/A	N/A	N/A
South Methven Street	£ 0.70	£ -	N/A	£ 1.30	£ 1.00	-23%	£ 2.00	£ 1.00	-50%	N/A	N/A	N/A
Canal Crescent	N/A	£ -	N/A	N/A	N/A	N/A	£ 0.90	£ 1.00	11%	£ 1.90	N/A	N/A
North Methven Street	N/A	£ -	N/A	N/A	N/A	N/A	£ 0.90	£ 1.00	11%	£ 1.90	N/A	N/A
Tay Street (North of Queen's Bridge)	N/A	£ -	N/A	N/A	N/A	N/A	£ 0.90	£ 1.00	11%	£ 1.90	N/A	N/A

Zone 2 Streets

1- 4 hour waiting period
 15 minute free period
 £1 per hour

	1 hour			2 hours			3 hours			4 hours			6 hours		
	Current	Proposed	% Change	Current	Proposed	% Change	Current	Proposed	% Change	Current	Proposed	% Change	Current	Proposed	% Change
Charles Street	£ 0.90	£ 1.00	11%	£ 1.90	£ 2.00	5%	N/A	£ 3.00	N/A	N/A	£ 4.00	N/A	N/A	N/A	N/A
Hospital Street	£ 0.90	£ 1.00	11%	£ 1.90	£ 2.00	5%	N/A	£ 3.00	N/A	N/A	£ 4.00	N/A	N/A	N/A	N/A
Kinnoull Street	£ 0.90	£ 1.00	11%	£ 1.90	£ 2.00	5%	N/A	£ 3.00	N/A	N/A	£ 4.00	N/A	N/A	N/A	N/A
Milne Street	£ 0.90	£ 1.00	11%	£ 1.90	£ 2.00	5%	N/A	£ 3.00	N/A	N/A	£ 4.00	N/A	N/A	N/A	N/A
Market Street	£ 0.90	£ 1.00	11%	£ 1.90	£ 2.00	5%	N/A	£ 3.00	N/A	N/A	£ 4.00	N/A	N/A	N/A	N/A
Lickley Street	£ 0.90	£ 1.00	11%	£ 1.90	£ 2.00	5%	N/A	£ 3.00	N/A	N/A	£ 4.00	N/A	N/A	N/A	N/A
North Port	£ 0.90	£ 1.00	11%	£ 1.90	£ 2.00	5%	N/A	£ 3.00	N/A	N/A	£ 4.00	N/A	N/A	N/A	N/A
Princes Street (North of Victoria Street)	£ 0.90	£ 1.00	11%	£ 1.90	£ 2.00	5%	N/A	£ 3.00	N/A	N/A	£ 4.00	N/A	N/A	N/A	N/A
West Mill Street	£ 0.90	£ 1.00	11%	£ 1.90	£ 2.00	5%	N/A	£ 3.00	N/A	N/A	£ 4.00	N/A	N/A	N/A	N/A
Alexandra Street	£ 0.80	£ 1.00	25%	£ 1.90	£ 2.00	5%	N/A	£ 3.00	N/A	N/A	£ 4.00	N/A	N/A	N/A	N/A
Atholl Street	£ 0.80	£ 1.00	25%	£ 1.90	£ 2.00	5%	£ 3.10	£ 3.00	-3%	£ 4.20	£ 4.00	-5%	£ 4.20	£ 4.00	-5%
Charlotte Street	£ 0.80	£ 1.00	25%	£ 1.90	£ 2.00	5%	£ 3.10	£ 3.00	-3%	£ 4.20	£ 4.00	-5%	£ 4.20	£ 4.00	-5%
Blackfriars Street	£ 0.80	£ 1.00	25%	£ 1.90	£ 2.00	5%	£ 3.10	£ 3.00	-3%	£ 4.20	£ 4.00	-5%	£ 4.20	£ 4.00	-5%
Black Watch Gardens	£ 0.80	£ 1.00	25%	£ 1.90	£ 2.00	5%	£ 3.10	£ 3.00	-3%	£ 4.20	£ 4.00	-5%	£ 4.20	£ 4.00	-5%
Caledonian Road	£ 0.80	£ 1.00	25%	£ 1.90	£ 2.00	5%	£ 3.10	£ 3.00	-3%	£ 4.20	£ 4.00	-5%	£ 4.20	£ 4.00	-5%
Carpenter Street	£ 0.80	£ 1.00	25%	£ 1.90	£ 2.00	5%	£ 3.10	£ 3.00	-3%	£ 4.20	£ 4.00	-5%	£ 4.20	£ 4.00	-5%
Cherry Lane/Union Street	£ 0.80	£ 1.00	25%	£ 1.90	£ 2.00	5%	£ 3.10	£ 3.00	-3%	£ 4.20	£ 4.00	-5%	£ 4.20	£ 4.00	-5%
Cross Street	£ 0.80	£ 1.00	25%	£ 1.90	£ 2.00	5%	£ 3.10	£ 3.00	-3%	£ 4.20	£ 4.00	-5%	£ 4.20	£ 4.00	-5%
Foundry Lane	£ 0.80	£ 1.00	25%	£ 1.90	£ 2.00	5%	£ 3.10	£ 3.00	-3%	£ 4.20	£ 4.00	-5%	£ 4.20	£ 4.00	-5%
James Street	£ 0.80	£ 1.00	25%	£ 1.90	£ 2.00	5%	£ 3.10	£ 3.00	-3%	£ 4.20	£ 4.00	-5%	£ 4.20	£ 4.00	-5%
King Street	£ 0.80	£ 1.00	25%	£ 1.90	£ 2.00	5%	£ 3.10	£ 3.00	-3%	£ 4.20	£ 4.00	-5%	£ 4.20	£ 4.00	-5%
Kinnoull Causeway	£ 0.80	£ 1.00	25%	£ 1.90	£ 2.00	5%	£ 3.10	£ 3.00	-3%	£ 4.20	£ 4.00	-5%	£ 4.20	£ 4.00	-5%
Nelson Street	£ 0.80	£ 1.00	25%	£ 1.90	£ 2.00	5%	£ 3.10	£ 3.00	-3%	£ 4.20	£ 4.00	-5%	£ 4.20	£ 4.00	-5%
North William Street	£ 0.80	£ 1.00	25%	£ 1.90	£ 2.00	5%	£ 3.10	£ 3.00	-3%	£ 4.20	£ 4.00	-5%	£ 4.20	£ 4.00	-5%
Princes Street (South of Victoria Street)	£ 0.80	£ 1.00	25%	£ 1.90	£ 2.00	5%	£ 3.10	£ 3.00	-3%	£ 4.20	£ 4.00	-5%	£ 4.20	£ 4.00	-5%
Pomarium	£ 0.80	£ 1.00	25%	£ 1.90	£ 2.00	5%	£ 3.10	£ 3.00	-3%	£ 4.20	£ 4.00	-5%	£ 4.20	£ 4.00	-5%
Scott Street	£ 0.80	£ 1.00	25%	£ 1.90	£ 2.00	5%	£ 3.10	£ 3.00	-3%	£ 4.20	£ 4.00	-5%	£ 4.20	£ 4.00	-5%
South William Street	£ 0.80	£ 1.00	25%	£ 1.90	£ 2.00	5%	£ 3.10	£ 3.00	-3%	£ 4.20	£ 4.00	-5%	£ 4.20	£ 4.00	-5%
Tay Street (South of Queen's Bridge)	£ 0.80	£ 1.00	25%	£ 1.90	£ 2.00	5%	£ 3.10	£ 3.00	-3%	£ 4.20	£ 4.00	-5%	£ 4.20	£ 4.00	-5%
Union Lane	£ 0.80	£ 1.00	25%	£ 1.90	£ 2.00	5%	£ 3.10	£ 3.00	-3%	£ 4.20	£ 4.00	-5%	£ 4.20	£ 4.00	-5%
Victoria Street	£ 0.80	£ 1.00	25%	£ 1.90	£ 2.00	5%	£ 3.10	£ 3.00	-3%	£ 4.20	£ 4.00	-5%	£ 4.20	£ 4.00	-5%
Rose Terrace	£ 0.90	£ 1.00	11%	£ 1.20	£ 2.00	67%	£ 2.70	£ 3.00	11%	£ 3.50	£ 4.00	14%	£ 4.70	£ 4.00	14%
Barossa Place	£ 0.90	£ 1.00	11%	£ 1.20	£ 2.00	67%	£ 2.70	£ 3.00	11%	£ 3.50	£ 4.00	14%	£ 4.70	£ 4.00	14%
Barossa Street	£ 0.90	£ 1.00	11%	£ 1.20	£ 2.00	67%	£ 2.70	£ 3.00	11%	£ 3.50	£ 4.00	14%	£ 4.70	£ 4.00	14%
Stormont Street	£ 0.90	£ 1.00	11%	£ 1.20	£ 2.00	67%	£ 2.70	£ 3.00	11%	£ 3.50	£ 4.00	14%	£ 4.70	£ 4.00	14%
Melville Street	£ 0.90	£ 1.00	11%	£ 1.20	£ 2.00	67%	£ 2.70	£ 3.00	11%	£ 3.50	£ 4.00	14%	£ 4.70	£ 4.00	14%

Zone 3 Streets

1- 10 hour waiting period
 15 minute free period
 50p per hour
 Max of £4.00

	1 hour			2 hours			3 hours			4 hours			6 hours			8+ hours		
	Current	Proposed	% Change	Current	Proposed	% Change	Current	Proposed	% Change	Current	Proposed	% Change	Current	Proposed	% Change	Current	Proposed	% Change
Edinburgh Road	£ 0.80	£ 0.50	-38%	£ 1.20	£ 1.00	-17%	£ 1.60	£ 1.50	-6%	£ 2.00	£ 2.00	0%	£ 2.50	£ 3.00	20%	£ 3.60	£ 4.00	11%
Shore Road	£ 0.80	£ 0.50	-38%	£ 1.20	£ 1.00	-17%	£ 1.60	£ 1.50	-6%	£ 2.00	£ 2.00	0%	£ 2.50	£ 3.00	20%	£ 3.60	£ 4.00	11%
Commercial Street	£ 0.70	£ 0.50	-29%	£ 1.10	£ 1.00	-9%	£ 1.40	£ 1.50	7%	£ 1.90	£ 2.00	5%	£ 2.40	£ 3.00	25%	£ 3.10	£ 4.00	29%
Gowrie Street	£ 0.70	£ 0.50	-29%	£ 1.10	£ 1.00	-9%	£ 1.40	£ 1.50	7%	£ 1.90	£ 2.00	5%	£ 2.40	£ 3.00	25%	£ 3.10	£ 4.00	29%
Riverside	£ 0.70	£ 0.50	-29%	£ 1.10	£ 1.00	-9%	£ 1.40	£ 1.50	7%	£ 1.90	£ 2.00	5%	£ 2.40	£ 3.00	25%	£ 3.10	£ 4.00	29%
St Leonard's bank	£ 0.70	£ 0.50	-29%	£ 1.10	£ 1.00	-9%	£ 1.40	£ 1.50	7%	£ 1.90	£ 2.00	5%	£ 2.40	£ 3.00	25%	£ 3.10	£ 4.00	29%