

Public Document Pack

Argyll and Bute Council **Comhairle Earra Ghaidheal agus Bhoid**

Customer Services
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6 June 2014

SUPPLEMENTARY PACK 1

HELENSBURGH AND LOMOND AREA COMMITTEE - TUESDAY, 10 JUNE 2014, at 9.30am,
within the Pillar Hall, Victoria Halls, Helensburgh.

I enclose herewith reports in respect of item 8 (a) (**Helensburgh Town Centre - Parking**), item 8(b) (**Craigendoran Park and Ride Update**), item 9(b) (**Helensburgh CHORD – Risk Register**), item 9(c) (**Helensburgh CHORD – Highlight Report**) and item 10 (**Kidston Park**) which were marked as “to follow” on the original agenda.

Douglas Hendry
Executive Director - Customer Services

BUSINESS

8. HELENSBURGH PARKING UPDATE

- (a) Helensburgh Town Centre - Parking
Report by Executive Director of Development and Infrastructure Services
(Pages 1 - 2)
- (b) Craigendoran Park and Ride Update
Report by Executive Director of Development and Infrastructure Services
(Pages 3 - 6)

9. HELENSBURGH CHORD

- E1** (b) Risk Register
Report by Project Manager – Helensburgh CHORD (Pages 7 - 10)
- E2** (c) Highlight Report
Report by Project Manager – Helensburgh CHORD (Pages 11 - 14)

E3 10. KIDSTON PARK

The Committee will be asked to pass a resolution in terms of Section 50(A)(4) of the Local Government (Scotland) Act 1973 to exclude the public for items of business with an “E” on the grounds that it is likely to involve the disclosure of exempt information as defined in the appropriate paragraph of Part 1 of Schedule 7a to the Local Government (Scotland) Act 1973.

The appropriate paragraphs are:-

E1 & E2

Paragraph 8 The amount of any expenditure proposed to be incurred by the authority under any particular contract for the acquisition of property or the supply of goods or services.

E3

Paragraph 9 Any terms proposed or to be proposed by or to the authority in the course of negotiations for a contract for the acquisition or disposal of property or the supply of goods or services.

HELENSBURGH & LOMOND AREA COMMITTEE

Councillor Maurice Corry
Councillor Vivien Dance
Councillor George Freeman (Vice-Chair)
Councillor David Kinniburgh
Councillor Robert Graham MacIntyre
Councillor Aileen Morton
Councillor Ellen Morton
Councillor Gary Mulvaney (Chair)
Councillor James Robb
Councillor Richard Trail

Shirley MacLeod, Area Governance Manager

Contact: Lynsey Innis, Telephone: 01546 604338

ARGYLL & BUTE COUNCIL
**Helensburgh and Lomond
Committee**
DEVELOPMENT& INFRASTRUCTURE

HELENSBURGH TOWN CENTRE - PARKING

1. Summary

1.1 This report advises on the car parking position within Helensburgh town centre.

2. Recommendations

2.1 That the Helensburgh and Lomond committee note the position paper and approves the proposed way forward to carry out a review of the parking position in the autumn at a Member workshop on completion of CHORD works and once Decriminalised Parking Enforcement has bedded in.

3. Background

3.1 The current car parking capacity within Helensburgh town centre is as follows:-

Off Street car parking spaces: 872 (the Pierhead has 455 car parking spaces and 155 park and ride spaces at King Street)

On Street car parking spaces: 1,009

The total car parking spaces available in Helensburgh town centre is 1,1881.

4. Details

4.1 In 2009 a parking study for Helensburgh town centre identified the following key findings:-

- **The national recommendation is that demand for car parking must not exceed 85% of supply**
- Demand for on road spaces is 680 with supply of 1009 (67%), well within the 85% supply figure.
- Demand for off street is 649 spaces, with supply of 872 (74%) again within the 85% supply figure. After the development of the Pier head there will be 265 spaces, a loss of 190 spaces. At this point, supply drops to 682 and demand is 95% of supply.
- Overall, however demand is 1329 (Weekdays) and 1171 (weekends) with a total supply of 1691 (after development of Pier Head). Therefore demand is 78% of supply.
- 300 car park spaces were identified as used by commuters but to allow for suppressed demand of about 10% therefore should allow for 350 car park spaces for a new park and ride.

4.2 Post CHORD

4.3 There will be a slight betterment in car park spaces after the CHORD works are complete (approximately 10 spaces) with significant increase in the number of disabled parking spaces (25 parking spaces 5% of total parking spaces). This is a significant increase in disabled parking which pre CHORD was 1.5%.

4.3 **30 Degree Parking Bay Option**

The CHORD design engineers along with a Council's Road Engineer have investigated AECOM's desk top study carried out in 2012 which estimated that approximately 120 on street car park spaces could be created by chevron parking and have concluded there would be minor uplift in car parking spaces by adopting this approach. For example, along West Princes Street where you have parallel parking and opposite angled parking there is no increase in parking spaces (but the road does naturally narrow as a result of the angled parking, thus slowing traffic).

4.4 A presentation outlining the above findings will be given to Members at the Area Committee meeting on the 10 June 2014.

5.0 Proposed Way Forward

5.1 The proposed way forward is to carry out a review of the parking position at a Member workshop on completion of CHORD works and once Decriminalised Parking Enforcement has bedded in autumn.

5.2 The Project Manager and Design Team have still to be appointed for the development of the Pier Head, it is unlikely that construction work on the Pier will commence before 2016 thus allowing sufficient time to address any car parking concerns if deemed necessary.

6.0 IMPLICATIONS

- **Policy** – Consistent with the Council's Local Transport Strategy in seeking to benefit the travelling public within Argyll and Bute.
- **Financial** – Identification of funding may be required.
- **Personnel** – None
- **Equal Opportunities** – None
- **Legal** – Land negotiations will be required.

For further information and clarification contact Helen Ford CHORD Project Manager, Tel 01463 719 005.

ARGYLL & BUTE COUNCIL**Helensburgh and Lomond
Committee****DEVELOPMENT & INFRASTRUCTURE**

Craigendoran Park and Ride

1. Summary

- 1.1 This report advises of the AECOM study undertaken in 2012 to investigate the options to develop a park and ride facility. It summarises the work undertaken to develop outline design options of a park and ride facility at Craigendoran Pier. The study cost £40k and was funded by SPT.

2. Recommendations

- 2.1 That the Helensburgh and Lomond committee note the findings of the desktop feasibility study for Craigendoran park and ride and the further intrusive investigative works that would be required to progress the site. These further investigations could only proceed if the necessary approvals are given by the land owner and further funding is secured.

3. Background

- 3.1 The Craigendoran Pier site is located within the Craigendoran area to the south of Helensburgh, Argyll and Bute. The pier is accessed from Station Road, adjacent to Craigendoran Station which provides rail connection with Helensburgh and Glasgow.
- 3.2 In order to identify the constraints associated with progressing a park and ride development within the Criagendoran Pier AECOM undertook a desktop feasibility study. The main site constraints involved with the proposed park and ride relate to land ownership, public utilities and potential flood risk due to wave overtopping from the Firth of Clyde.
- 3.3 The feasibility study included land ownership research, demand forecast modelling, geo-environmental desktop study, flood study, inspection of the piers and walls and public utilities information.
- 3.4 The main land owner who owns the land associated with Craigendoran Pier has been confirmed as George Hood and Company and any further intrusive geotechnical investigations including trial pits/boreholes would need the land owner's permission.
- 3.5 Five public utility services have been identified in the vicinity of the site Scottish Power, Scotland Gas Networks, Network Rail, British Telecommunications and Scottish water. Further investigation and consultation with the appropriate parties will be required to fully understand the extent of these services and measures required to protect them.
- 3.6 The main constraints identified in the flood risk section of the desktop feasibility report involved unacceptable overtopping wave rates approaching the development site from the West and the South. This has resulted in a requirement for the development to be set back from the edge walls accordingly. The setback details are for pedestrians 12m from west and 7m from the south and for vehicles the setback is 6m from west and 3.5m from south.

4. Outline Layout Options

- 4.1 Outline layout options have been developed in terms of potential land area available for development. The options allow for different setback alternatives required for vehicles and pedestrians as a result of the wave overtopping analysis undertaken as part of the desktop feasibility study. The spaces provided range from 77 to 156.
- 4.2 Indicative high level scheme costs have been identified for the construction of each proposed outline option.

Outline Proposal	Indicative Budget
Layout option 1A	£790,000
Layout Option 1B	£980,000
Layout Option 1C	£1,200,000
Layout Option 2A	£865,000
Layout Option 2B	£1,075,000
Layout Option 2C	£1,300,000

No allowance has been provided in the indicative costs for the following:

- Any remedial or improvement works required to the existing Pier Walls
- Any additional works resulting from site investigation findings
- Land acquisition
- Utility diversions of any associated works
- Works resulting from contaminated land including any requirement for significant earthworks including both excavation and disposal costs

5. Summary and further Investigation Works Required

- 5.1 Craigendoran pier could potentially accommodate 77 to 156 new car parking spaces for a park and ride.
- 5.1 The initial pier wall inspection undertaken as part of the Desktop Feasibility Study found that the conditions of the existing wall varied significantly over the length of the pier. Some sections of the wall appeared to be in good condition whilst others were showing significant signs of distress. Defects such as spalling, cracking and impact damage were all observed at various different locations.
- 5.2 Initial inspection results concluded that some repair works will be necessary to ensure that the pier wall is appropriately safe for development however in order to make a full assessment further intrusive ground investigation works would be required including trial pits/boreholes and a divers survey to assess pier walls and foundations below the water level.
- 5.3 These further investigations could only proceed if the necessary approvals are given by the land owner and further funding is secured – indicative investigation costs are estimated to be circa £39,000.

5.4 Members should also note that during the winter of 2013 significant damage and erosion was sustained at Craigendoran Pier.

6.0 IMPLICATIONS

- **Policy** – Consistent with the Council's Local Transport Strategy in seeking to benefit the travelling public within Argyll and Bute.
- **Financial** – Awards are made through SPT's external capital programme and will be constrained by the current economic climate.
- **Personnel** – None
- **Equal Opportunities** – None
- **Legal** – Land negotiations will be required.

For further information and clarification contact Moya Ingram Strategic Transportation Manager, Manse Brae 01546 604190.

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