
Helensburgh Park and Ride

1.0 EXECUTIVE SUMMARY

- 1.1. This report informs Members of the plan to construct a Park and Ride car park on the former Gasometer site in Grant Street, Helensburgh in 2017/18.
- 1.2. The Helensburgh Park and Ride car park will deliver a total of 53 spaces (49 standard spaces plus 4 disabled spaces). These will be subject to a pay and display ticketing system which will prioritise use by rail users, with the cost of parking able to be redeemed as a discount against the purchase of a rail ticket at Helensburgh Central Station.
- 1.3. The Gasometer site on Grant Street, Helensburgh was purchased by Argyll & Bute Council from Scottish Gas Networks (SGN) in March 2017 for the purpose of constructing a Park and Ride car park. This was funded in full by a successful 2016/17 grant application to Strathclyde Partnership for Transport (SPT).
- 1.4. A planning application has been submitted to Argyll & Bute Council for the Park and Ride car park and a Traffic Regulation Order (TRO) is to be promoted to allow for parking controls to be implemented in the Park and Ride car park.
- 1.5. Due to the constrained nature of the Gasometer site in Grant Street, for safety it will be necessary to close the existing Helensburgh & Lomond Civic Centre (HLCC) Council Staff car park in Grant Street/East Princes Street to all users for the duration of the works, estimated as 10 weeks. Details of this closure will be publicised to staff and visitors well in advance of the works commencing. Construction of the Park and Ride car park will be complete prior to construction work commencing on the Pierhead development.
- 1.6. The construction of the Park and Ride car park in 2017/18 will be funded by a successful grant application to Strathclyde Partnership for Transport (SPT) for £300,000. In addition, Transport Scotland via Abellio ScotRail have indicated their willingness to consider a grant application towards the cost of construction should costs exceed the SPT grant award. The value of any grant application to Transport Scotland will be dependent on the cost of the tenders received for the construction work.
- 1.7. Following discussion with the Council's Traffic and Development team it has been agreed that following construction, the Park and Ride car park will be managed and maintained as part of the Council's parking estate.

1.8. It is recommended that the Helensburgh and Lomond members:

1.8.1. Support the provision of a Park and Ride car park in Grant Street, Helensburgh which will increase the parking provision for commuters and rail users in Helensburgh and relieve pressure on the Town Centre car parks.

1.8.2. Note the requirement to close the HLCC Council Staff car park to all users for the period of the construction works, estimated at 10 weeks.

1.8.3. Support the use of a pay and display system to manage the Park and Ride car park.

1.8.4. Agree that following completion of construction the Park and Ride car park will be managed and maintained as part of the Council's wider parking estate.

Helensburgh Park and Ride

2.0 INTRODUCTION

- 2.1. It is proposed to construct a 53 space Park and Ride car park on the former gasometer site in Grant Street, Helensburgh which the Council purchased from Scottish Gas Networks (SGN) for the purpose in March 2017.
- 2.2. A pay and display system will operate within the Park and Ride car park to prioritise its use for those intending to travel by train from Helensburgh Central Station.
- 2.3. The construction of the Park and Ride car park in 2017/18 will be funded by a successful grant application to Strathclyde Partnership for Transport (SPT) for £300,000. In addition, Transport Scotland via Abellio ScotRail have indicated their willingness to consider a grant application towards the cost of construction should costs exceed the SPT grant award. The value of any grant application to Transport Scotland will be dependent on the cost of the tenders received for the construction work.

3.0 RECOMMENDATIONS

It is recommended that the Helensburgh and Lomond members:

- 3.1. Support the provision of a Park and Ride car park in Grant Street, Helensburgh which will increase the parking provision for commuters and rail users in Helensburgh and relieve pressure on the Town Centre car parks.
- 3.2. Note the requirement to close the HLCC Council Staff car park to all users for the period of the construction works, estimated at 10 weeks.
- 3.3. Support the use of a pay and display system to manage the Park and Ride car park.
- 3.4. Agree that following completion of construction the Park and Ride car park will be managed and maintained as part of the Council's wider parking estate.

4.0 DETAIL

- 4.1. The provision of additional Park and Ride car park spaces serving Helensburgh and Craigendoran were first considered as part of an SPT funded study in 2012. Outcomes of the study were reported to the Helensburgh and Lomond Area Committee on 02 April 2012, 14 August 2012, 11 September 2012 and 11 December 2012. The proposal to construct a park and ride car park on the former Gasometer site were approved by the Helensburgh and Lomond Area Committee at the meeting of 14 October 2014.
- 4.2. The Gasometer site on Grant Street, Helensburgh was purchased by Argyll & Bute Council in March 2017 from Scottish Gas Networks (SGN) for the purpose of construction of a Park and Ride car park. The cost of this purchase was paid for in full by a successful 2016/17 grant application to Strathclyde Partnership for Transport (SPT).
- 4.3. The Helensburgh Park and Ride car park will deliver a total of 53 spaces (49 standard spaces plus 4 disabled spaces). These will be subject to a pay and display ticketing system which will prioritise use by rail users, with the cost of parking refundable against the purchase of a rail ticket from Helensburgh Central Station.
- 4.4. A planning application has been submitted to Argyll & Bute Council for the Park and Ride car park. A drawing showing the layout of the car park is included as Appendix 1 to this report. Vehicular access will be from Grant Street via the existing signalised junction on East Clyde Street, while there will be a pedestrian only entrance from the Park and Ride car park onto East Princes Street, approximately 100m from Helensburgh Central Station.
- 4.5. A Traffic Regulation Order (TRO) is currently being promoted to allow parking controls to be implemented in the new Park and Ride car park. It is intended the Park and Ride car park will be subject to a requirement to display a valid pay and display ticket Monday to Sunday, 0900 to 1800. These requirements mirror those already in place at Maitland Street car park and the paid spaces at the Pier car park and will increase the total amount of parking available within Helensburgh.
- 4.6. It is estimated the construction of the new Park and Ride car park will take approximately 10 weeks. Construction will not commence prior to October 2017 and must be complete by the end of March 2018 to comply with the conditions of grant. The dates of the construction period will be confirmed once a contractor has been appointed and promulgated to elected members, staff, businesses and the public via the usual channels.
- 4.7. Due to the constrained nature of the Gasometer site in Grant Street/East Princes Street, it will be necessary to close the existing Council Staff car park in Grant Street to all users for the duration of the works. This closure is required for public safety due to the proximity to the Gasometer site and potential for conflict at the entrance onto Grant Street. While the temporary closure of the staff car park will inevitably result in some inconvenience to staff and visitors the action detailed in 4.8 will be taken to minimise the impact of this temporary closure and details of the closure will be cascaded to all staff and visitors well in advance of work

commencing. It has been confirmed that construction of the Park and Ride car park will be complete prior to construction work commencing on the Pierhead development, with the only planned site work on the Pierhead development during this time being Site Investigation/Ground Investigation works. During construction of the Park and Ride car park, which is expected to occur over a 10-week period between October 2017 and March 2018, Codona's fairground equipment will have vacated the area of the Pier car park behind the swimming pool for the winter which will increase the number of parking spaces available at the Pier car park for all users.

- 4.8. To minimise the impact of the temporary closure of the HLCC Council Staff car park in Grant Street, the contract specification for the construction of the Park and Ride car park requires the successful contractor to minimise the impact on the existing Council Staff car park when planning their programme of works. This could be by reducing the period during the works when it is necessary to close the existing car park or by planning the works to allow a section of the existing car park to remain open during the works. Once a contractor has been appointed and a programme of works agreed, details of the necessary closure periods will be promulgated as stated in 4.7. The combined effect of timing of the works to avoid the peak summer period, additional spaces in the Pier car park made available by Codona's fairground having vacated the area for the winter and the requirement for the successful contractor to minimise the necessary closures of the existing car park will contribute to minimising the impact of the temporary closure of the existing Council Staff car park in Grant Street.
- 4.9. The Park and Ride car park will be subject to a pay and display system however, in line with SPT grant funding requirements, parking charges may be redeemed against the purchase of a rail ticket from Helensburgh Central Station making the park and ride car park free for rail passengers to use. This will be achieved by the issue of 2 part tickets, one part to display in the car to show payment has been made for parking and the other to redeem against the purchase of a rail ticket. A similar 2-part ticketing system is currently in use in the ScotRail operated car park in Helensburgh Central Station. An equivalent system for holders of season rail tickets will be implemented through the option of purchasing a parking permit for the Park and Ride car park which can be redeemed against the appropriate length season ticket.
- 4.10. A percentage of the value of discounts issued on rail tickets by Abellio ScotRail will be reimbursed by Argyll & Bute Council to Abellio ScotRail. The percentage of reimbursement is currently being negotiated with Abellio ScotRail, taking account of the forecast operating and maintenance costs of the Park and Ride car park to Argyll and Bute Council. As this recompense will not exceed the value of pay and display parking paid for in the Park and Ride car park this does not present a financial risk to the Council.
- 4.11. Once complete, the existing HLCC Council Staff car park and the new Park and Ride car park will share a single entrance onto Grant Street, with the existing entrance into the existing HLCC Council Staff car park stopped up to vehicles although pedestrian access will be maintained. The existing HLCC Council Staff car park will be accessible to vehicles via the Park and Ride car park. The revised

layout will include clear signage to highlight the different parking restrictions in place and the intended user groups of the two car parks. The vehicular access to the Park and Ride car park and Council Staff car park will be from East Clyde Street via Grant Street using the existing signalised junction outside the Helensburgh and Lomond Civic Centre.

- 4.12. It is necessary to retain the Park and Ride car park and the existing HLCC Council Staff car park as separate entities to comply with the planning conditions regarding parking which accompanied the HLCC planning approval and to comply with the conditions of the SPT grant which requires the Park and Ride car park to primarily be for the use of those wishing to access rail services from Helensburgh Central Station.
- 4.13. The construction of the Park and Ride car park in 2017/18 will be funded by a successful grant application to Strathclyde Partnership for Transport (SPT) for £300,000. In order to draw on these funds all work must be complete by 31 March 2018. In addition, Transport Scotland via Abellio ScotRail have indicated their willingness to consider a grant application towards the cost of construction should costs exceed the SPT grant award. The value of any grant application to Transport Scotland will be dependent on the cost of the tenders received for the construction work.
- 4.14. Once constructed, the Park and Ride car park will be managed alongside the Council's wider parking estate with revenues raised from pay and display charges not reimbursed to Abellio ScotRail used to manage and maintain the Park and Ride car park such that it is cost neutral to the Council.

5. CONCLUSION

- 5.1. The Helensburgh Park and Ride car park is an important part of transport infrastructure for Argyll & Bute that will increase access to the rail services from Helensburgh Central Station while reducing pressure on existing Town Centre car parks, thereby freeing space for retail and leisure customers.
- 5.2. A planning application for construction has been submitted to Argyll & Bute Council and a Traffic Regulation Order to allow management of the car park, including pay and display, is being promoted.
- 5.3. The Park and Ride car park is deliverable in 2017/18. The Council own the site and have successfully applied to Strathclyde Partnership for Transport (SPT) for a grant of £300,000 to cover construction costs. In addition, Transport Scotland via Abellio ScotRail have indicated their willingness to consider a grant application towards the cost of construction should costs exceed the SPT grant award.

6.0 IMPLICATIONS

- 6.1 Policy Completion of this project will support the Council's SOA outcome 2: We have infrastructure that supports

sustainable growth. The project also supports achievement of the Scottish Government's objectives set out in the National Transport Strategy.

- | | | |
|-----|-------------------|---|
| 6.2 | Financial | The construction of the Park and Ride car park planned for 2017/18 will be funded by a grant fund award from SPT. |
| 6.3 | Legal | Input will be required from Legal Services to support contractual agreements and promotion of the Traffic Regulation Order. |
| 6.4 | HR | None |
| 6.5 | Equalities | The Park and Ride car park will provide 4 dedicated disabled spaces. |
| 6.6 | Risk | There is a reputational risk to the Council if the project is not completed within the forecast timeframe, to an appropriate standard or subsequent enforcement of parking regulations is not undertaken appropriately. |
| 6.7 | Customer Services | None. |

Pippa Milne, Executive Director, Development and Infrastructure
Councillor Aileen Morton, Policy Lead Economic Development and Strategic Transportation

04 August 2017

For further information contact: Colin Young
Strategic Transportation Delivery Officer
Colin.Young@argyll-bute.gov.uk
Tel: 01546 604275

APPENDICES

Appendix 1: Helensburgh Park and Ride Design

Appendix 1: Helensburgh Park and Ride Design

