
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.