

**TRAFFIC MANAGEMENT & PARKING REVIEW UPDATE
BUTE & COWAL**

1.0 EXECUTIVE SUMMARY

- 1.1 In May 2014 the Council took on the responsibility for enforcing parking restrictions across Argyll and Bute. By assuming this responsibility we are able to ensure effective traffic management in our town centres. This is known as decriminalised parking enforcement (DPE).
- 1.2 This move was as a result of the police no longer employing traffic wardens and to ensure that traffic management is provided across Argyll and Bute.
- 1.3 Effective traffic management has a number of benefits, including supporting the local economy by ensuring parking turnover, safeguarding access for blue badge holders, for deliveries, for loading and for emergency vehicles as well as ensuring road safety by managing inconsiderate and irresponsible parking.
- 1.4 Our amenity wardens patrol all areas of Argyll and Bute where parking restrictions are in force. These include, but are not limited to, areas with yellow lines, pay and display bays, loading and unloading areas, disabled bays, limited waiting areas and off-street parking areas.
- 1.5 Following a reasonable bedding-in period for DPE it was always intended to carry out a parking review across the Council area; this is the process we are currently going through.
- 1.6 A member workshop has been held where the scope of the Bute & Cowal review was discussed. The proposed consultation for this review will be delivered via distribution of Parking Leaflets and On-line.
- 1.7 Following the member workshop the outline proposals for the consultation have been developed which are detailed in this paper for the consideration of members. The next stage is to carry out a public consultation exercise by distributing leaflets (draft attached to this report) to Community Councils and stakeholder groups as well as via the Council's web site. The feedback from the consultation process will be formally reported to Members together with final proposals for approval. This will be followed by a statutory consultation process on any changes to Traffic Regulation Orders.

2.0 RECOMMENDATIONS

2.1 That Members approve the following proposals for consultation:

Dunoon

- Existing disabled bays on Argyll Street, John Street and Church Street to become restricted 24 hours.
- Alexander Parade on the northwest side between Queen Street and John Street to be restricted to 30 minutes waiting with residents permits available to purchase.
- Proposed one way traffic flow on Back Lane (north to south).
- Consider the introduction of on-street parking charges on Ferry Brae, Hanover Street, Hillfoot Street and the section of Alexandra Parade between the swimming pool and Argyll Gardens.
- Introduce a no waiting at any time restriction at Argyll Road / Ardenslate Road junction.
- Extend the existing no waiting at any time restrictions on Moir Street.

Car Parks

- Formalise the mustering area as a car park.
- Charges to be introduced in the Rock Café car park.
- Glenmorag car park – amend the permitted categories of vehicles to allow HGVs.
- Hanover Street car park – amend the categories of vehicles to remove HGVs.

Bute

- Introduce a no waiting / no loading restriction on Ardbeg Road at its junction with Ardmory Road.
- Battery Place – consider the redesign of the footway to create on-street parking with a residents permit scheme implemented.

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Car Parks General

- 1.5t weight restriction to be removed for car parks as vehicle weights and sizes have increased since original order was raised.
- Change the traffic order covering free car parks to issue Penalty Charge Notice to non-compliant vehicles such as lorries.

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3.0 INTRODUCTION

- 3.1 This report provides a summary of the parking review process to date. The report also provides an overall programme of the steps required for the implementation of any changes to the current arrangements including an informal consultation, feedback to Members and the associated statutory consultation process.

4.0 RECOMMENDATIONS

- 4.1 That Members approve the following proposals to be issued for consultation:

Dunoon

- i. Existing disabled bays on Argyll Street, John Street and Church Street to become restricted 24 hours.
- ii. Alexander Parade on the northwest side between Queen Street and John Street to be restricted to 30 minutes waiting with residents permits available to purchase.
- iii. Proposed one way traffic flow on Back Lane (north to south).
- iv. Consider the introduction of on-street parking charges on Ferry Brae, Hanover Street, Hillfoot Street and the section of Alexandra Parade between the swimming pool and Argyll Gardens.
- v. Introduce a no waiting at any time restriction at Argyll Road / Ardenslate Road junction.
- vi. Extend the existing no waiting at any time restrictions on Moir Street.

Car Parks

- vii. Formalise the mustering area as a car park.
- viii. Charges to be introduced in the Rock Café car park.
- ix. Glenmorag car park – amend the permitted categories of vehicles to allow HGVs.
- x. Hanover Street car park – amend the categories of vehicles to remove HGVs.

Bute

- xi. Introduce a no waiting / no loading restriction on Ardbeg Road at its junction with Ardmory Road.
- xii. Battery Place – consider the redesign of the footway to create on-street parking with a residents permit scheme implemented.

Car Parks General

- xiii. 1.5t weight restriction to be removed for car parks as vehicle weights have increased since original order was raised.
- xiv. Change the traffic order covering free car parks to issue Penalty Charge Notice to non-compliant vehicles such as lorries.

5.0 DETAIL

5.1 Members will be aware that a review of car parking throughout Argyll and Bute is currently being progressed. This process involved holding a series of workshops with Members and Officers to discuss the provision of parking in all four administrative areas of Argyll and Bute. Following the workshops an informal public consultation will be carried out on a series of draft parking proposals prior to member approval. This will be followed by a statutory consultation process on any changes to the existing Traffic Regulation Orders.

5.2 The Process for Bute & Cowal is summarised as follows:

- Member Workshop.
- Area Committee – approval of proposals for the purpose of consultation.
- Public consultation exercise
- Report to the Area Committee with a list of proposals for statutory consultation. (Any changes to charges which reduce income to be reported to the EDI Committee in line with the Council's parking policy).
- Advertise drafts of any TROs as part of the statutory consultation process.
- Representations considered by Area Committee.
- Finally, consideration will be given to any representations received and Traffic Regulation Orders will be progressed as part of the legal process.

The process is currently at the second bullet point above.

5.3 Following implementation of any changes, a review will be carried out to ensure any alterations have had a positive effect.

The parking reviews are being undertaken in line with the Council's Parking Policy Framework which seeks to:

- *Improve road safety for all road users.*
- *Improve traffic management to reduce pollution, conserve fossil fuels,*

contribute to sustainable development and reduce the environmental impact that multiple motor vehicles have.

- *Ensure that all adopted measures contribute positively towards the economic viability of our towns. Including suspension of charges for specific events aimed at encouraging economic and community growth; such as Festivals.*
- *Encourage modal shift to non-car enabled journeys with a view to reducing the amount of space in our town centres occupied by parked vehicles.*
- *Ensure adequate provision is maintained for disabled drivers, whose dependence on cars is often critical to their quality of life.*
- *Encourage the use of peripheral parking areas away from town centres and the use of park & ride where practical.*
- *Establish and exercise a consistent approach to parking provision across Argyll and Bute.*

6.0 CONCLUSION

6.1 This report provides an update to Members on the ongoing parking review in Bute & Cowal and seeks approval to take the proposals to public consultation.

7.0 IMPLICATIONS

7.1 Policy	Parking Policy 2014
7.2 Financial	Printing costs for leaflets which will be funded from the Car Parking budget.
7.3 Legal	None Known
7.4 HR	None Known
7.5 Equalities	None Known
7.6 Risk	None Known
7.7 Customer Service	None Known

Executive Director of Development & Infrastructure, Pippa Milne

Policy Lead, Councillor Ellen Morton

Head of Roads & Amenity Services, Jim Smith

March 2016

For further information contact: Stuart Watson, Traffic & Development Manager
on 01546 604 889

APPENDICES

Appendix 1 – Bute and Cowal Parking Leaflet

APPENDIX 1 – PARKING LEAFLET

The Review Process

Proposals highlighted
in this leaflet will be discussed.



Views from the public will
be taken in consideration.



Formal consideration
By the Area Committee



Any proposals with budget
Implications will need to be
considered by the
Environmental Development
and Infrastructure Committee.



Formal Statutory consultation
Followed by advertisements
(required to make changes to
Parking).



Representations are considered
By members then formal
changes are implemented.



For further information

Website: www.argyll-bute.gov.uk/parking

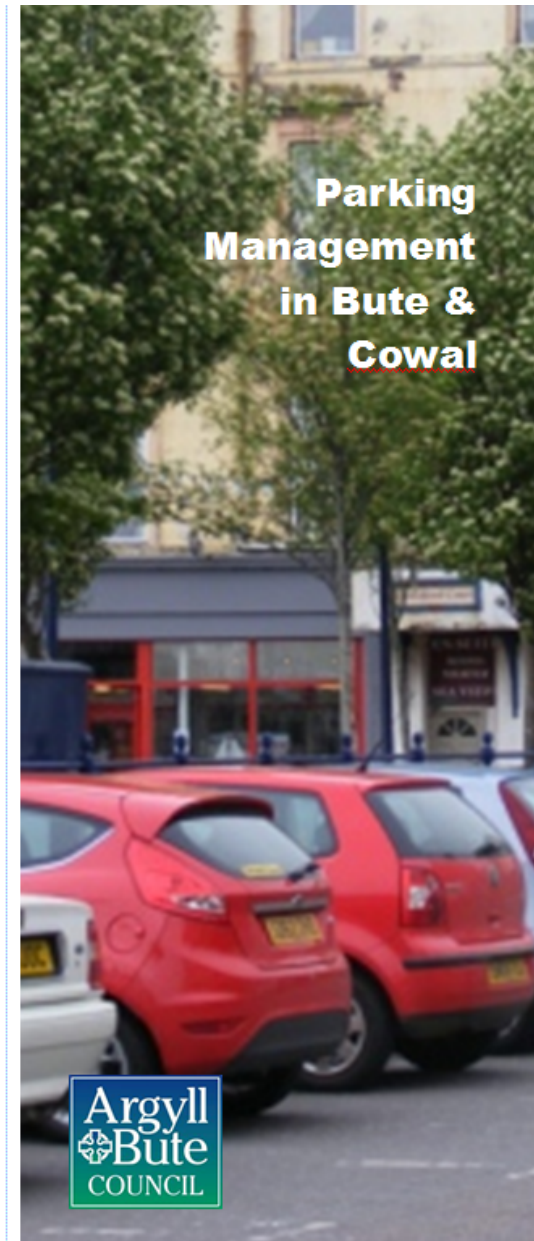
Email: enquiries@argyll-bute.gov.uk

Telephone: 01546 605514 (enquiries)

'Work with us to keep Argyll and Bute moving'



Argyll and Bute Council
Comhairle Earra Ghàidheal agus Bhòid
www.argyll-bute.gov.uk



**Parking
Management
in Bute &
Cowal**



Parking proposals in Dunoon :

- Existing disabled bays on Argyll Street, John Street and Church Street to become restricted 24 hours.
- Alexander Parade on the northwest side between Queen Street and John Street to be restricted to 30 minutes waiting with residents permits available to purchase.
- Proposed one-way traffic flow on Royal Crescent Back Lane (north to south).
- Consider the introduction of on-street parking charges on Ferry Brae, Hanover Street, Hillfoot Street and the section of Alexandria Parade between swimming pool and Argyll Gardens.
- Introduce a no waiting at any time restriction at Argyll Road/Ardenslate Road junction.
- Extend the existing no waiting at any time restrictions on Moir Street.

Car Parks -

- Formalise the mustering area as a car park.
- Charges to be introduced in the Rock Café car park.
- Glenmorag car park—amend the permitted categories of vehicles to allow HGVs.
- Hanover Street car park—amend the categories of vehicles to remove HGVs.



This informal public consultation is a key stage in our parking review process. It is the views of local people who park their cars in our towns that matter.

We cannot emphasise enough how important it is for people to give us feedback on the proposals. It's this feedback which will be used to inform the final plans.

We want local people to take ownership of their towns, playing their part in developing the best, practical solutions.

What we are trying to do is improve the area both for the people who live here but also for visitors. Our overall aim is to create parking turnover in the centre of our towns, supporting both local businesses and consumers, ensuring there is enough short-stay parking for people to go about their daily businesses, with longer-stay parking outwith town centres.

Please take the time to participate in this consultation. We want any changes to reflect, as far as possible, what people want.

Parking proposals on Bute :

- Introduce a no waiting / no loading restriction on Ardbeg Road at its junction with Ardmory Road.
- Battery Place - consider the redesign of the footway to create on-street parking with a residents permit scheme implemented.

Car Parks

- 1.5t weight restriction to be removed for car parks as vehicle weights have increased since original order was raised.
- Change the traffic order covering free car parks to issue Penalty Charge Notice to non-compliant vehicles such as lorries.

