

**TRAFFIC MANAGEMENT AND PARKING REVIEW UPDATE  
MID ARGYLL, KINTYRE AND ISLAY**

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## **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.
- 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 Mid Argyll, Kintyre and Islay parking review was discussed. A public consultation exercise was carried out which included public meetings in Campbeltown on 10 May 2016 and in Lochgilphead on 9 May 2016.
- 1.7 Following this consultation exercise officers have developed parking proposals for Mid Argyll, Kintyre and Islay which are detailed in this paper for the consideration of members.

## **2.0 RECOMMENDATIONS**

### **Inveraray**

- i. Liaise with Transport Scotland regarding the reintroduction and enforcement by Argyll and Bute Council of the Traffic Regulation Order for time restrictions on Main Street.

### **Lochgilphead**

- ii. To formalise coach and HGV parking in Lorne Street Car Park and to introduce overnight charges in this section of the car park.

### **Campbeltown**

- iii. Taxi Ranks:
  - a. Promote a Traffic Regulation Order to allow 9 taxi bays at the Factory Shop, Main Street;
- iv. One way systems on the following streets:
  - a. Burnside Street – direction of travel from Lorne Street to Longrow;
  - b. Burnbank Street – direction of travel from Longrow to Kinloch Road;
  - c. Cross Street / Union Street (south) – direction of travel from Main Street to Longrow;
  - d. Union Street (north) – direction of travel from Longrow to Bolgam Street;
  - e. Longrow South – direction of travel from Main Street to Burnbank Street.
- v. Parking:
  - a. No parking at any time (double yellows) from Martins Garage to Well Close;
  - b. Parking on both sides of Longrow & Longrow South (excepting above) but restricted to 1 hour.
- vi. Pedestrian Zones:
  - a. Harvey's Lane to be pedestrianised;
- vii. Cross Street from Cross Street/Union Street Junction to Burnside Street to be pedestrianised.
- viii. Disabled Bay at the Town Hall:
  - a. To locate a disabled bay outside the town hall to maximise disabled access to the newly refurbished public building.

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### **3.0 INTRODUCTION**

This report provides a summary of the parking review process to date and the issues raised through the member workshop and informal public consultation. The report also provides an overall programme for the implementation of any changes to the current arrangements and the associated statutory consultation process.

### **4.0 RECOMMENDATIONS**

That Members approve the following proposals

#### **Inveraray**

- i. Liaise with Transport Scotland regarding the reintroduction and enforcement by Argyll and Bute Council of the Traffic Regulation Order for time restrictions on Main Street.

#### **Lochgilphead**

- ii. To formalise coach and HGV parking in Lorne Street Car Park and to introduce overnight charges in this section of the car park.

#### **Campbeltown**

- iii. Taxi Ranks:
  - a. Promote a Traffic Regulation Order to allow 9 taxi bays at the Factory Shop, Main Street;
- iv. One way systems on the following streets (plan provided in Appendix 3):
  - a. Burnside Street – direction of travel from Lorne Street to Longrow;
  - b. Burnbank Street – direction of travel from Longrow to Kinloch Road;
  - c. Cross Street / Union Street (south) – direction of travel from Main Street to Longrow;
  - d. Union Street (north) – direction of travel from Longrow to Bolgarn Street;
  - e. Longrow South – direction of travel from Main Street to Burnbank Street.
- v. Parking:
  - a. No parking at any time (double yellows) from Martins Garage to

- Well Close;
- b. Parking on both sides of Longrow & Longrow South (excepting above) but restricted to 1 hour.
- vi. Pedestrian Zones:
  - a. Harvey's Lane to be pedestrianised;
  - b. Cross Street from Cross Street/Union Street Junction to Burnside Street to be pedestrianised.
- vii. Disabled Bay at the Town Hall
  - a. To locate a disabled bay outside the town hall to maximise disabled access to the newly refurbished public building.

## 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 was 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 Mid Argyll, Kintyre and Islay is summarised as follows:

- Member Workshop.
- 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 third 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.*

- 5.4 The overall financial impact of the proposals in this report cannot be quantified at this time, however, the implications are, broadly speaking, expected to be cost neutral but would need monitored to manage within overall budget. This would include a review of parking management at the end of 2017, or earlier should cost pressures become apparent.
- 5.5 It should be noted that the proposal to promote Traffic Regulation Orders and to introduce changes to signage and road markings will incur costs. These costs can be accommodated from existing budgets for improvements to parking infrastructure.
- 5.6 Proposals set out in the Parking Consultation leaflet:

### **Inveraray**

- Reinstate the existing time limited waiting restriction on Main Street to provide a turnover of vehicles. Consultation with Transport Scotland will be required.
- Inveraray coach/lorry park- ongoing discussions between Council's Estates Department and Argyll Estates Office regarding hours of operation, with proposed charges applying.

### **Lochgilphead**

- Introduce limited waiting outside the Bank of Scotland on Poltalloch Street (A83), a time limit to be decided. Consultation with Transport Scotland will be required.
- Extend the 30 minute limited waiting to the parking bays on both sides of the upper section of Argyll Street.

- Extend the limited waiting to the parking bays on both sides of the upper section of Argyll Street but increase period to 1hour.
- Formalise the existing coach / lorry park in Lorne Street Car Park including the introduction of overnight charges.

### **Campbeltown**

#### Esplanade

- Proposed echelon parking on the seaward side opposite Aqualibrium.

#### Longrow

- Maintain the current two way system but enforce parking restrictions (parking on one side only).
- Review the time limited waiting arrangements to identify if a different time limit would be more effective.
- Proposed one way system, direction of travel permitted northwards between Main Street and Aqualibrium Avenue.
- Proposed one way system, direction of travel permitted northwards between Main Street and Burnbank Street.

#### Burnside Car Park

- To remain a car park. Relocate the entrance of the car park to access via Burnside Street and remove the large planters to improve car parking area possible event space.

#### Other

- Consider the pedestrianisation of Harvey's Lane, Cross Street and part of Union Street with the possibility of providing access only for loading / unloading for service vehicles to adjacent premises.
- Union Street / Bolgam Street junction – review existing parking restrictions.
- One way operation on Burnbank Street, permitted direction of travel southward from Longrow. This could remove congestion and ease flow of traffic.
- New waiting restrictions at junctions within the Town Centre to be considered to alleviate poor visibility and keep vehicles clear of the drop-kerb crossing points.
- Review taxi rank provision – retain rank for 9 vehicles at Old Quay Head / Main Street (adjacent to the Factory shop).
- Review taxi rank provision – retain rank for 9 vehicles at Old Quay Head / Main Street (adjacent to the Factory shop) with an additional 2-3 taxi bays outside the town hall.

#### 5.7 Comments received during the and following the consultation:

- Between community groups and members of the public there

- were 83 responses to the consultation received.
- 68 responses were submitted online; the remaining 15 responses were a mix of email, telephone and post.
  - The consultation leaflet is contained in Appendix 1.
  - A summary of responses is detailed in Appendix 2

#### 5.8 **Proposals for Inveraray:**

Only one response was received regarding the proposals for Inveraray, however; due to ongoing land issues the proposal for the coach park is on hold for the moment. In light of this the only proposal for Inveraray is to:

- Liaise with Transport Scotland regarding the reintroduction and enforcement by Argyll and Bute Council of the Traffic Regulation Order for time restrictions on Main Street.

#### 5.9 **Proposals of Lochgilphead:**

Based on the feedback from the consultation the following is proposed:-

- To formalise coach and HGV parking in Lorne Street Car Park and to introduce overnight charges in this section of the car park.

#### 5.10 **Proposals of Campbeltown:**

Based on the feedback from the consultation the following is proposed:-

- Taxi Ranks:
- Promote a Traffic Regulation Order to allow 9 taxi bays at the Factory Shop, Main Street;
- One way systems on the following streets:
  - Burnside Street – direction of travel from Lorne Street to Longrow;
  - Burnbank Street – direction of travel from Longrow to Kinloch Road;
  - Cross Street / Union Street (south) – direction of travel from Main Street to Longrow;
  - Union Street (north) – direction of travel from Longrow to Bolgam Street;
  - Longrow South – direction of travel from Main Street to Burnbank Street.
- Parking:
  - No parking at any time (double yellows) from Martins Garage to Well Close;
  - Parking on both sides of Longrow & Longrow South (excepting above) but restricted to 1 hour.
- Pedestrian Zones:
  - Harvey's Lane to be pedestrianised;

- Cross Street from Cross Street/Union Street Junction to Burnside Street to be pedestrianised.
- Disabled Bay at the Town Hall
  - To locate a disabled bay outside the town hall to maximise disabled access to the newly refurbished public building.

### 5.11 Taxi Ranks, Campbeltown

The proposals for the location of the taxi ranks generated the highest levels of response within the public consultation, with a total of 72 submissions being received. 30 out of 37 responses were in favour of locating the permanent taxi rank at the Factory shop, Main Street. Conversely, 27 of the 35 responses received concerning the retention of taxi bays at the Town Hall were against this proposal. The option to remove the taxi rank from the town hall and to relocate this permanently adjacent to the Factory Shop, Main Street was clearly the preferred option. In further support of this, the local police have intimated that they may have issue regarding the retention of taxi bays at the Town Hall, with particular regard to weekends and the control of anti-social behaviour.

## 6.0 CONCLUSION

This report provides an update to Members on traffic management issues and the ongoing parking review in Mid Argyll, Kintyre and Islay. The overall financial impact of the proposals cannot be quantified at this time, however, the implications are expected to be broadly cost neutral but would need to be monitored to manage within overall budget. This would include a review of parking management at the end of 2017, or earlier should cost pressures become apparent.

It should be noted that the proposal to promote Traffic Regulation Orders and to introduce changes to signage and road markings will incur costs. These costs can be accommodated from existing budgets for improvements to parking infrastructure.

## 7.0 IMPLICATIONS

7.1 Policy	Parking Policy 2014
7.2 Financial	Any physical work required to be carried out on the road network, i.e. signing and lining will be funded by the roads revenue budget.
7.3 Legal	Traffic Regulation Orders will be implemented as necessary.
7.4 HR	None

7.5 Equalities	None
7.6 Risk	Safer roads for all users
7.7 Customer Service	None

**Executive Director of Development & Infrastructure** Pippa Milne  
**Policy Lead** Councillor Ellen Morton

July 2016

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

## **APPENDICES**

- Appendix 1 – Consultation Leaflet
- Appendix 2 – Summary of Responses
- Appendix 3 – One Way Systems, Campbeltown Plan



## APPENDIX 1



## Parking proposals in Lochgilphead & Inveraray :

### Lochgilphead

- Introduce limited waiting outside the Bank of Scotland on Pottaloch Street (A83), a time limit to be decided. Consultation with Transport Scotland will be required.
- Extend the 30 minute limited waiting to the parking bays on both sides of the upper section of Argyll Street.
- Extend the limited waiting to the parking bays on both sides of the upper section of Argyll Street but increase period to 1hour.
- Formalise the existing coach / lorry park in Lome Street Car Park including the introduction of overnight charges.

### Inveraray

- Reinstate the existing time limited waiting restriction on Main Street to provide a turnover of vehicles. Consultation with Transport Scotland will be required.
- Inveraray coach/lorry park- ongoing discussions between Council's Estates Department and Argyll Estates Office regarding hours of operation, with proposed charges applying.

## Car Parks General

- 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 fines to non-compliant vehicles such as lorries.



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 in Campbeltown :

### Esplanade

- Proposed echelon parking on the seaward side opposite Aqualibrium.

### Longrow

- Maintain the current two way system but enforce parking restrictions (parking on one side only).
- Review the time limited waiting arrangements to identify if a different time limit would be more effective.
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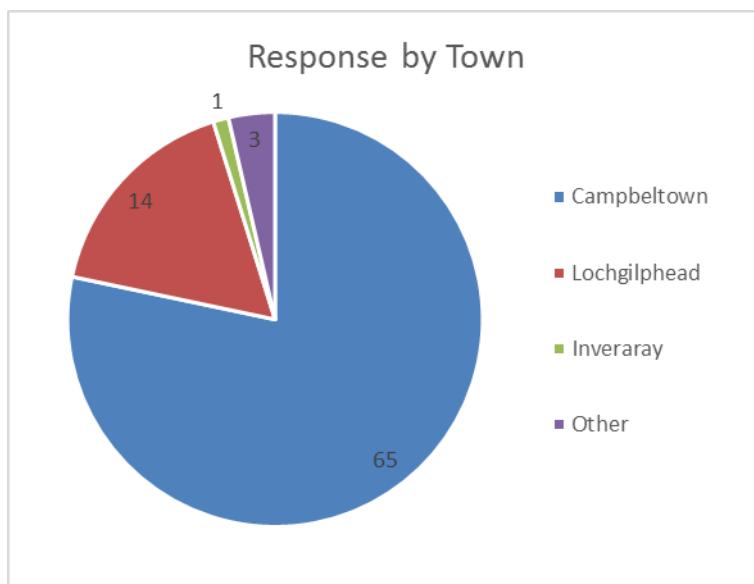
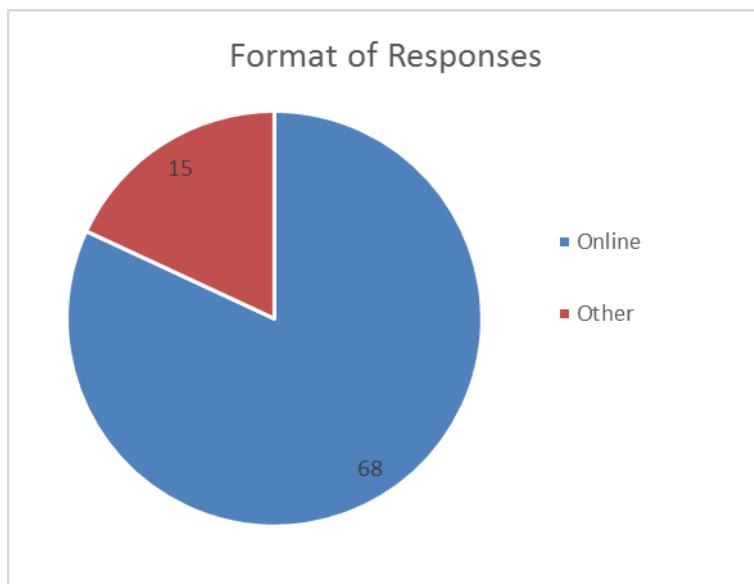
### Burnside Car Park

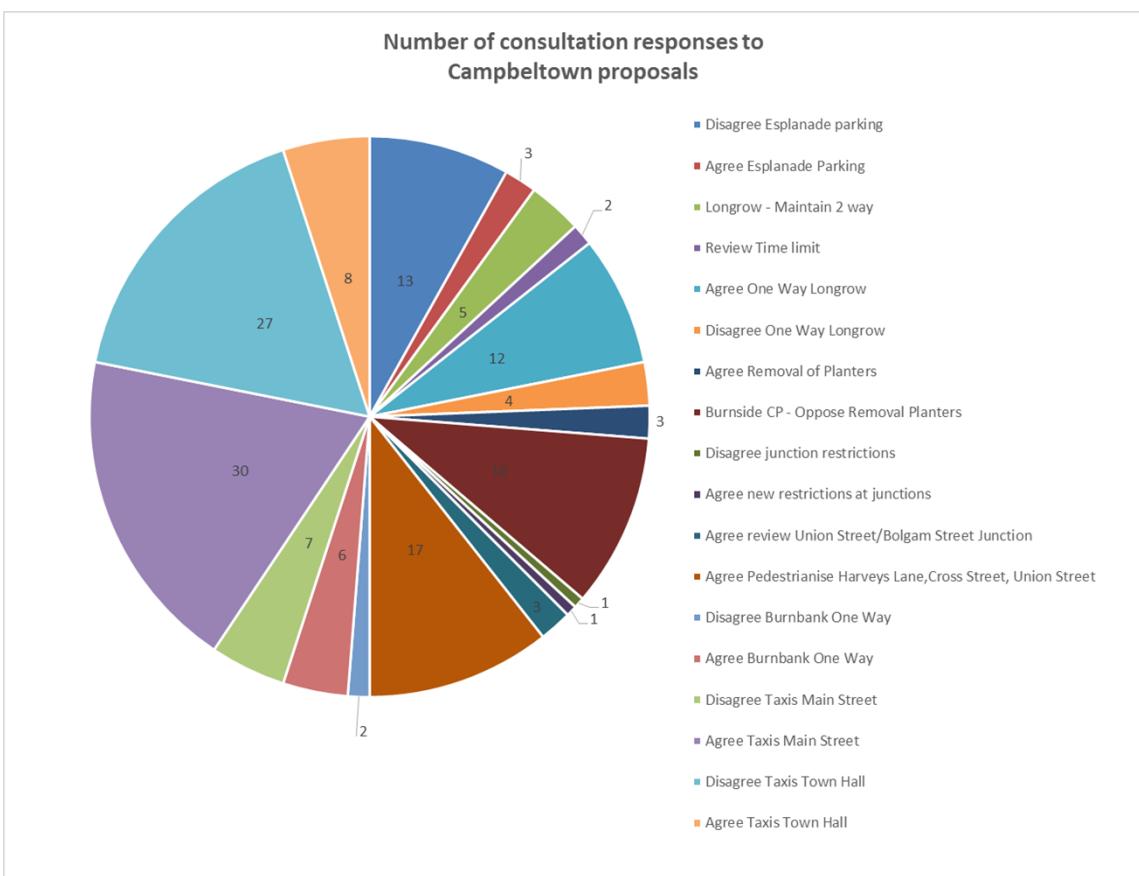
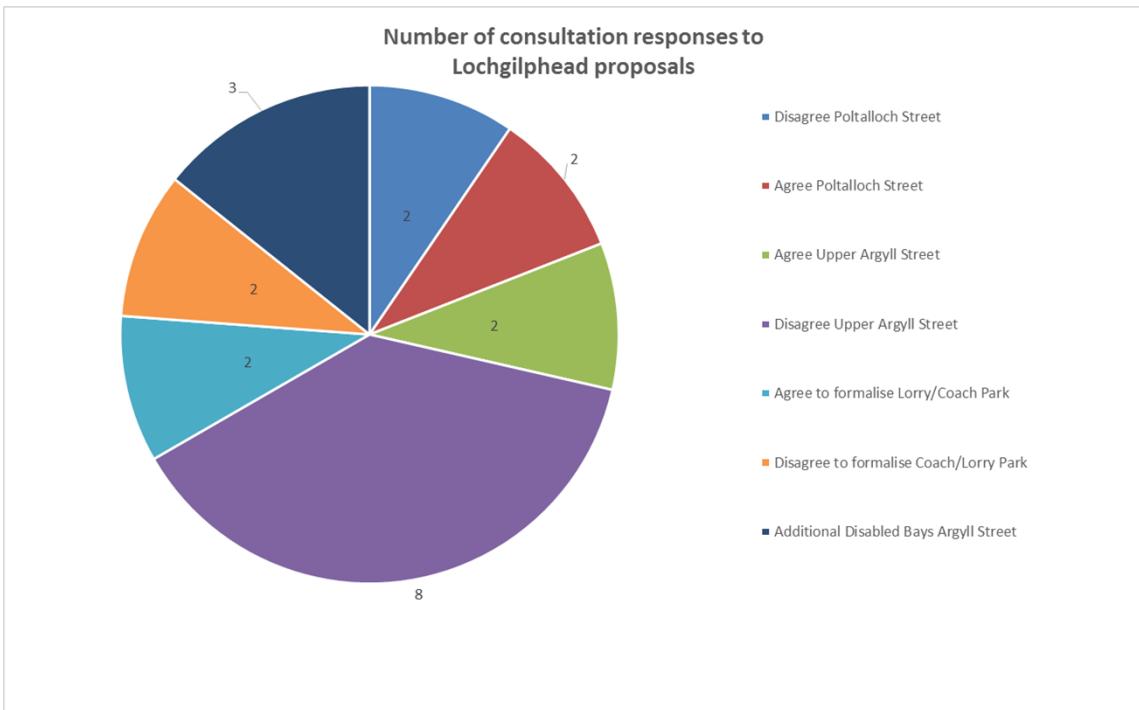
- To remain a car park. Relocate the entrance of the car park to access via Burnside Street and remove the large planters to improve car parking area / possible event space.

### Other

- Consider the pedestrianisation of Harvey's Lane, Cross Street and part of Union Street with the possibility of providing access only for loading / unloading for service vehicles to adjacent premises.
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## APPENDIX 2





## APPENDIX 3

