

TRAFFIC MANAGEMENT AND PARKING REVIEW

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, recommendations were presented to the Area Committee in August 2016 which were all accepted with the exception of the taxi rank proposal and the associated disabled bay at the town hall.
- 1.8 Members requested that proposals for taxi ranks be brought back to the Area Committee in October 2016. This report details three proposals for the provision of a taxi rank in Campbeltown for consideration by Members.

2.0 RECOMMENDATIONS

Following reconsideration for the location of a taxi rank in Campbeltown, it is the recommendation of this report that the Members accept one of these options:

(Taxi Rank locations are shown on the plan in Appendix 1)

- i. Town Hall, Main Street**
To maintain the existing five bay taxi rank adjacent to the Town Hall on Main Street.
- ii. Factory Shop, Main Street**
To promote a new permanent seven bay taxi rank adjacent to the Factory Shop, Main Street and stop-up the existing taxi rank at the Town Hall. Provide a disabled bay adjacent to the Town Hall.
- iii. Longrow South**
To promote a new permanent six bay taxi rank on the west side of Longrow South and stop-up the existing taxi rank at the Town Hall. Provide a disabled bay adjacent to the Town Hall. Note that this option is dependent on the successful promotion of the Traffic Regulation Order for one-way traffic on Longrow South.

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3.0 INTRODUCTION

At the August 2016 MAKI Area Committee, Members requested that proposals for taxi rank provision for Campbeltown be brought to the October 2016 Area Committee. This report provides detail of three options available in regards to the provision of a taxi rank in Campbeltown.

4.0 RECOMMENDATIONS

That Members approve one of the following three options:

i. Town Hall, Main Street

To maintain the existing five bay taxi rank adjacent to the Town Hall on Main Street.

ii. Factory Shop, Main Street

To promote a new permanent seven bay taxi rank adjacent to the Factory Shop, Main Street and stop-up the existing taxi rank at the Town Hall. Provide a disabled bay adjacent to the Town Hall.

iii. Longrow South

To promote a new permanent six bay taxi rank on the west side of Longrow South and stop-up the existing taxi rank at the Town Hall. Provide a disabled bay adjacent to the Town Hall. Note that this option is dependent on the successful promotion of the Traffic Regulation Order for one-way traffic on Longrow South.

5.0 DETAIL

5.1 Within the parking review consultation the taxi rank proposals generated the highest levels of response. In total, 72 responses were submitted concerning the location of the taxi rank and were split as follows:

- 30 out of 37 were in favour of locating the taxi rank at the Factory Shop, Main Street;
- 27 out of 35 responses were against retaining the taxi rank at the Town Hall.

- 5.2 The August 2016 MAKI Area Committee requested that Officers reconsider options for the provision of the taxi rank in Campbeltown and present options at the October Area Committee.
- 5.3 Police Scotland's local division have intimated concern over split ranks, with particular regard to weekends and the ability to prevent vandalism and control anti-social behaviour.
- 5.4 The existing taxi rank is located adjacent to the Town Hall on Main Street. There is sufficient space to maintain five bays within this taxi rank. The committee for the newly refurbished Town Hall had asked that the Council provide a disabled bay adjacent to the Town Hall, however, there is insufficient room to allow both the 5 bay taxi rank and a disabled bay to be sited at this location.

This rank was designated as a taxi rank under the Civic Government (Scotland) Act 1982. If Members choose to choose to move the taxi rank to an alternative location, the existing rank will be stopped up and the road markings will be removed.

- 5.5 There is sufficient space at the Factory Shop rank to allow the provision of seven bays. This rank is sited partially on the A83 roundabout and would require approval from Transport Scotland. This option would, however, allow the provision of a disabled bay at the Town Hall.
- 5.6 The west side of Longrow South is of sufficient length to allow the provision of a six bay taxi rank. This rank is the most central of the three options in relation to the public houses and the majority of the shops. This option would allow the provision of a disabled bay at the Town Hall.

This option is, however, dependent on the successful promotion of the Traffic Regulation Order for one way traffic on Longrow South. Note that while this proposal was not included within the public consultation it is considered to be a good fit with the other Campbeltown proposals.

- 5.7 The financial impact of these proposals is minimal. Dependent on the agreed option, costs may include the removal of road markings, the application of road markings and the costs associated with the Traffic Regulation Order process. These costs can be accommodated from existing budgets for improvements to parking infrastructure.
- 5.8 Although there was insufficient time available to carry out additional consultation with the taxi operators and include the outcomes within this report, we intend to engage further with the taxi operators prior to the October Area Committee. A summary of this meeting will be circulated to Members before the October Area Committee for consideration.

6.0 CONCLUSION

- 6.1 This report provides proposals for the provision of taxi ranks in Campbeltown from which the Members may select their preferred option, as requested at the MAKI Area Committee of August 2016.
- 6.2 The financial impact of these proposals is minimal. Dependent on the agreed option, costs may include the removal of road markings, the application of road markings and the costs associated with the Traffic Regulation Order process. These costs can be accommodated from existing budgets for improvements to parking infrastructure.

7.0 IMPLICATIONS

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| 7.1 | Policy | Parking Policy 2014 |
| 7.2 | Financial | Road markings, Traffic Regulation Order and any other associated work will be funded from the car park revenue budget. |
| 7.3 | Legal | Traffic Regulation Order will be will be implemented as necessary. The Civic Government (Scotland) Act 1982 may apply. |
| 7.4 | HR | None |
| 7.5 | Equalities | None |
| 7.6 | Risk | Safer roads for all users |
| 7.7 | Customer Service | None |

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APPENDICES

Appendix 1 Location of Taxi Ranks