

**TRAFFIC MANAGEMENT AND 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.
- 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 was discussed. A public consultation exercise was carried out from 22 August to 12 September 2016.
- 1.7 Following this consultation exercise officers have developed parking proposals for Bute & Cowal which are detailed in this paper for the consideration of Members.

2.0 RECOMMENDATIONS

That Members approve the following proposals:-

- i. That the Traffic Regulation Order (TRO) for the Disabled Bays on Argyll Street, John Street and Church Street is amended to become restricted 24 hours/day.
- ii. That a TRO is promoted to make the mustering area a car park and that the loop road through the mustering area is adopted onto the Public List of Roads (refer to Appendix 3).
- iii. That the TRO for Glenmorag Car Park is amended to allow use by HGVs.
- iv. That the TRO for Hanover Car Park is amended to prohibit use by HGVs.
- v. That a 20mph speed limit scheme is developed for Rothesay Town Centre (refer to Appendix 4).
- vi. That the existing non-charging car park TRO is amended to remove the 1.5 tonne weight restriction and to allow enforcement to be carried out (through the issue of Penalty Charge Notices).

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BUTE & COWAL**

3.0 INTRODUCTION

- 3.1 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:-

- i. That the Traffic Regulation Order (TRO) for the Disabled Bays on Argyll Street, John Street and Church Street is amended to become restricted 24 hours/day.
- ii. That a TRO is promoted to make the mustering area a car park and that the loop road through the mustering area is adopted onto the Public List of Roads (refer to Appendix 3).
- iii. That the TRO for Glenmorag Car Park is amended to allow use by HGVs.
- iv. That the TRO for Hanover Car Park is amended to prohibit use by HGVs.
- v. That a 20mph speed limit scheme is developed for Rothesay Town Centre (refer to Appendix 4).
- vi. That the existing non-charging car park TRO is amended to remove the 1.5 tonne weight restriction and to allow enforcement to be carried out (through the issue of Penalty Charge Notices).

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 Bute & Cowal 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 2018, 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:
1. Existing disabled bays on Argyll Street, John Street and Church Street to become restricted 24 hours.
 2. 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.
 3. 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.
 4. Extend the existing no waiting at any time restrictions on Moir Street.
 5. Formalise the mustering area as a car park.
 6. Glenmorag car park—amend the permitted categories of vehicles to allow HGVs.
 7. Hanover Street car park—amend the categories of vehicles to remove HGVs.
 8. Introduce a no waiting / no loading restriction on Ardbeg Road from its junction with Wyndham Road towards its junction with Marine Place.
 9. Introduce a 20mph mandatory restriction zone in Rothesay town centre.
 10. 1.5t weight restriction to be removed for car parks as vehicle weights have increased since original order was raised.
 11. Change the traffic order covering free car parks to allow the issue of Penalty Charge Notice to non-compliant vehicles such as lorries, trailers and caravans.

5.7 Comments received during the and following the consultation:

- Between community groups and members of the public there were 311 responses to the consultation received.
- The consultation leaflet is contained in Appendix 1.
- A summary of responses is detailed in Appendix 2

5.8 **Proposals:**

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

- i. From 94 responses received, 46 were in favour that the Disabled Bays on Argyll Street, John Street and Church Street become restricted for use 24 hours a day. 48 were against this proposal, however, giving due consideration to access for Blue Badge Holders to events which happen out with normal working hours it is recommended that the Disabled Bays are amended to become restricted 24 hours/day.
- ii. From 57 responses received, 27 were in favour of making the Mustering Area a formal car park and 30 were against this. The more detailed against responses cited concerns that:
 - a. They would not want the car park to have charges implemented;
 - b. They were concerned that it may prejudice against the future provision of a vehicular ferry service.

There are no plans to introduce charging at this location and the ferry service tender has been paused for 9 months. In the event that the successful ferry service tenderer does provide a vehicle service, the car park TRO can be revoked within 6-12 months. There have been numerous complaints in regards to abuse of the bus bays and there was a recent incident where a pedestrian was struck by a moving vehicle. The adoption of the loop road would immediately allow the issue of PCNs for anyone waiting within the bus bays and an alternative drop-off/pick-up point will be provided. The formalisation of the car park will create a safer environment for vehicles and pedestrians alike.

The proposal therefore, is that the loop road around the mustering area is adopted onto the Public List of Roads and that a TRO is promoted to make the mustering area a car park.

- iii. From 57 responses received, 29 were in favour of amending the Glenmorag Car Park TRO to allow HGVs and 28 were against. This option is considered alongside the proposed changes to Hanover Street Car Park. As Hanover Street Car Park is closer to the town centre it is recommended that the HGVs are moved from

Hanover CP to Glenmorag CP and, as such, that Glenmorag Car Park TRO is changed to allow use by HGVs.

- iv. From 55 responses received, 26 were in favour of removing HGVs from Hanover Street Car Park and 29 were against. This option is considered alongside the proposed changes to Glenmorag Car Park. As Hanover Street Car Park is closer to the town centre it is recommended that the HGVs are moved from Hanover CP to Glenmorag CP and, as such, that the Hanover Street Car Park TRO is changed to prohibit use by HGVs.
- v. From 13 responses received, 10 were in favour of the introduction of a 20mph speed restriction in Rothesay Town Centre and 3 were against. It is recommended that this proposal is approved.
- vi. For the proposal to remove the 1.5t weight restriction, 11 responses were received; 9 of which were in favour of the proposal. Similarly, the proposal to amend the car park TRO for free car parks, 9 responses were received; 7 of which were in favour.

It is recommended, therefore, that the off-street free car park TRO is amended to remove the 1.5 tonne weight restriction and to allow enforcement to be carried out (through the issue of Penalty Charge Notices).

6.0 CONCLUSION

- 6.1 This report provides an update to Members on traffic management issues and the ongoing parking review in Bute & Cowal. 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 2018, or earlier should cost pressures become apparent.
- 6.2 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

April 2017

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 – Mustering Area Proposals
- Appendix 4 – Rothesay Town Centre 20mph draft proposal

APPENDIX 1

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](mailto: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.
- 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.
- Extend the existing no waiting at any time restrictions on Moir Street.

Car Parks -

- Formalise the mustering area as a 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.



Councillor Robert Macintyre, Chair of the Bute & Cowal Area Committee, said:

"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 from its junction with Wyndham Road towards its junction with Marine Place.
- Introduce a 20mph mandatory restriction zone in Rothesay town centre.

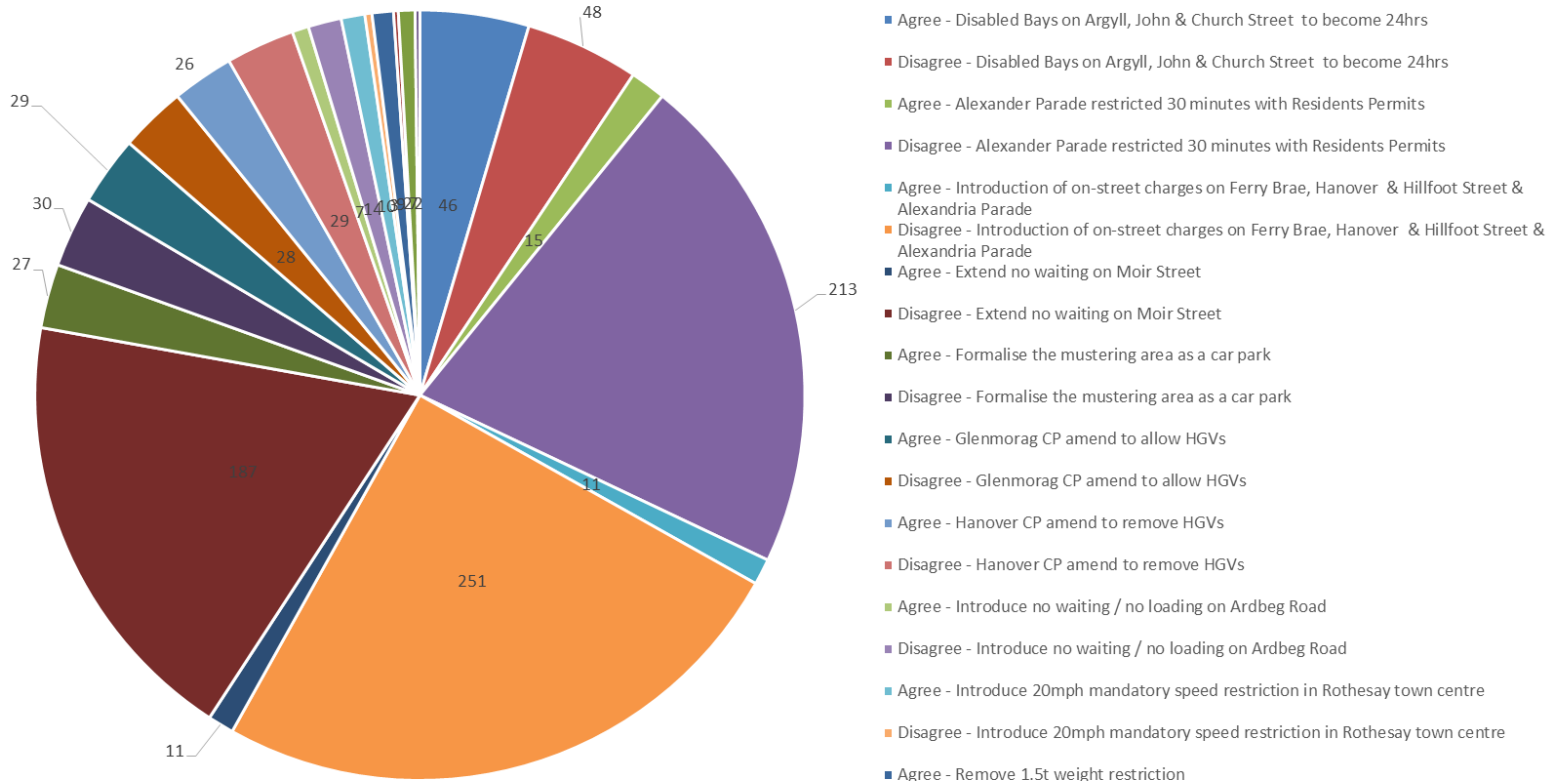
Car Parks

- 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 allow the issue of Penalty Charge Notice to non-compliant vehicles such as lorries, trailers and caravans.

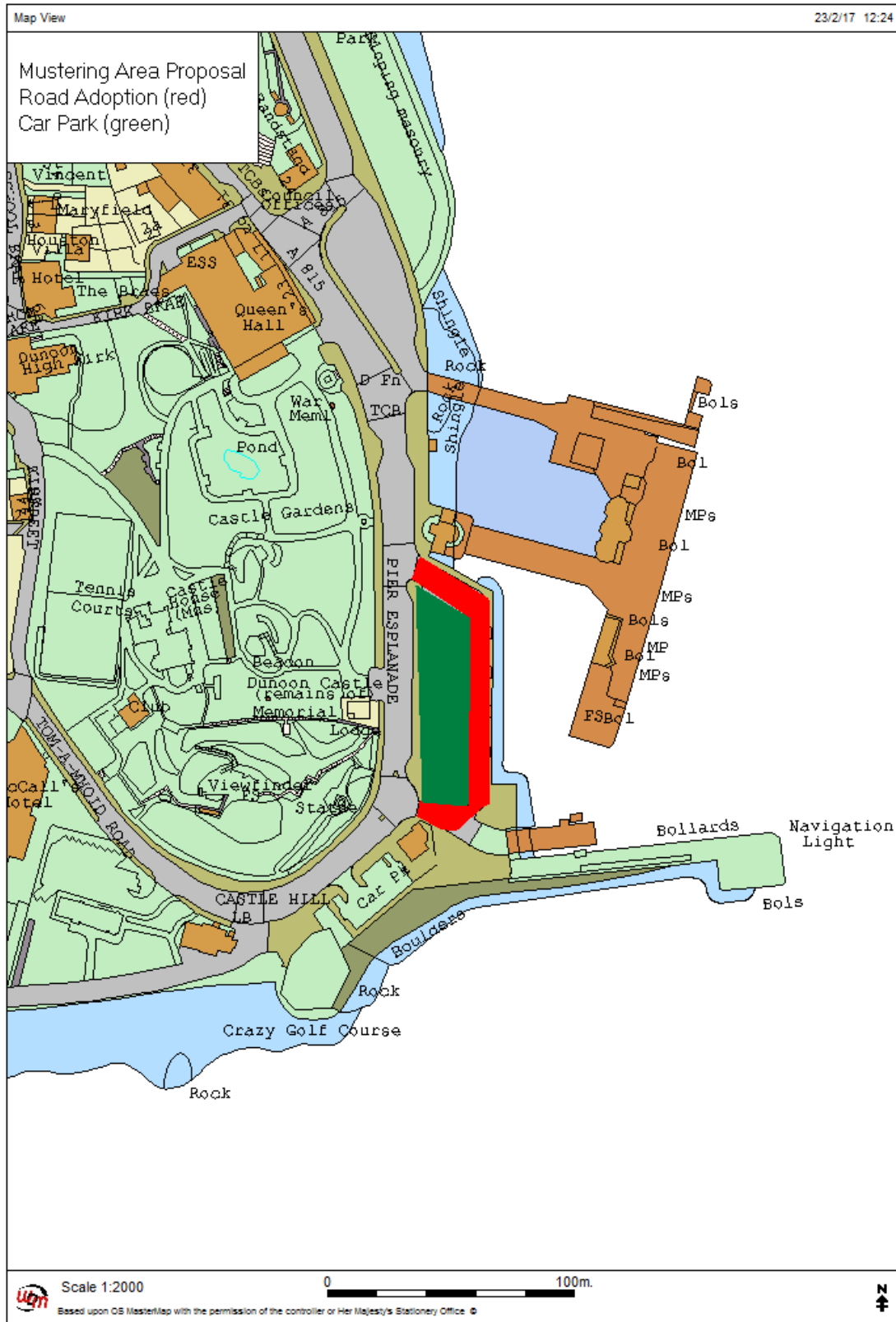


APPENDIX 2

Number of consultation responses to Bute & Cowal proposals



APPENDIX 3



APPENDIX 4

